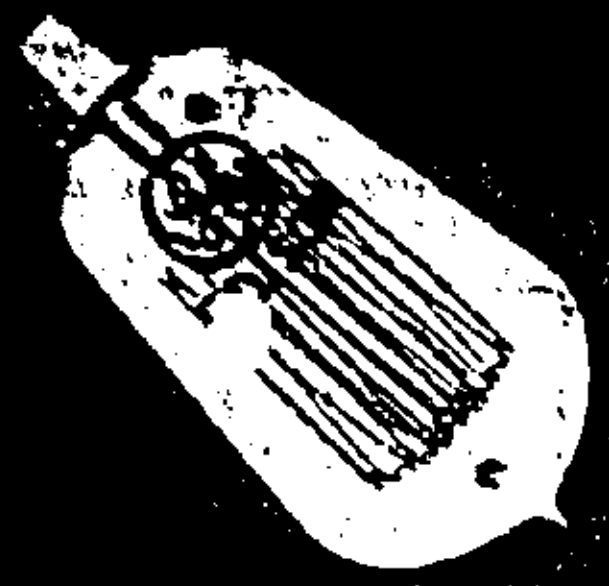


EDISON LAMPS



FROM ELECTRIC DEALERS

The Hongkong Telegraph.

(ESTABLISHED 1881).

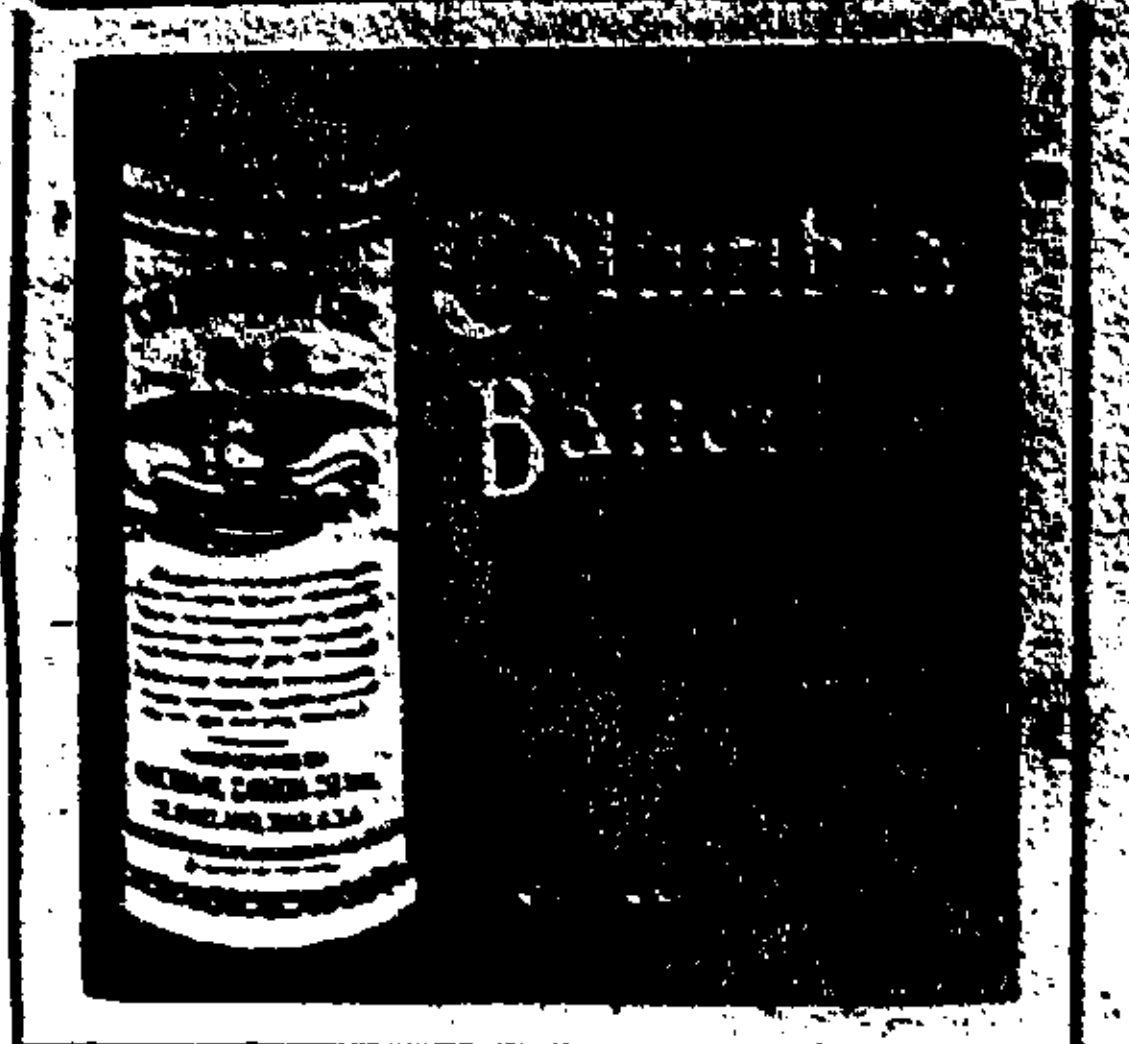
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WEDNESDAY, SEPTEMBER 1, 1920.

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REUTER'S TELEGRAMS.

RIOTING IN BELFAST.

RENEWED WITH INCREASED FURY.

London, August 30.
After a short respite, rioting was renewed in Belfast yesterday with increased fury. Three attempts were made to burn the Independent Labour Hall. A new feature is that mobs are preventing deliveries of food. Fighting is proceeding. The damage since the beginning is enormous, one claim for compensation alone being £70,000.

GENERAL UNREST.

Rioting continues in Belfast with undiminished fierceness. Four persons were killed and 25 wounded to-day. Considerable damage has been done by stone-throwers. Shops have been wrecked and many business places have not opened. Military, with an armoured car, occupy York Street and troops have forced a passage through the combatants. The military at present control the situation but unrest generally prevails.

SIR EDWARD CARSON'S APPEAL.

London, August 31.
Sir Edward Carson has issued an appeal to the loyal citizens of Belfast to assist the authorities in quelling the disturbances, and announcing that peace negotiations are proceeding with the Government, an important statement being expected on Friday. Meanwhile, fighting continues on an unprecedented scale.

THE DYING LORD MAYOR.

LABOUR APPEALS TO PREMIER.

London, August 30.
The Labourite M. P's, Messrs. Adamson, Thomas, Bowerman and Henderson, have telegraphed to Mr. Lloyd George as follows:—
"The whole of organised British Labour asks you to reconsider the decision to allow the Lord Mayor of Cork to die. His sufferings are greater than a lengthy imprisonment and his death will make the Irish solution more remote. We have appealed in vain to the Home Secretary and appeal to you to do the best thing."

JUST ABLE TO WHISPER.

London, August 31.
The Lord Mayor's sister relates that when she visited him yesterday he was just able to whisper. "He was confident that his death would do more to smash the Empire than his release. Enormous crowds gathered at the National Monument at Cork and recited the Rosary."

GLOOMY NEWS FROM MESOPOT.

HOLY WAR BEING PREACHED.

London, August 30.
Another War Office communique states:—The situation in the Muntapik area, namely between the Lower Tigris and the Lower Euphrates, grows more ominous. A violent Jihad is being preached. The situation around Samawah also causes anxiety. Movements of rebel bands have been observed and renewed attacks are expected. Fifteen hundred attacked Hillah on August 26 but were repulsed with heavy shell-fire. There has been a recrudescence of sabotage against the Baghdad-Shergat Railway and it is reported that Government officials have been molested east of Baghdad. The construction of blockhouses on the railway from Bagdad to Bakuba has begun.

THE STRIKE BALLOT.

MINERS IN FAVOUR.

London, August 30.
The miners' ballot, the figures of which are still incomplete, total over 400,000 for a strike and 139,000 against a strike. The requisite two-thirds majority for a strike has therefore been provided but in view of the reluctance among other trade Unions to support a strike, there is a possibility that a way out will be found before September 4, when the strike notices will be handed in. Important developments are expected to-morrow, when the Triple Alliance meets and the Railwaymen and Transport Workers will decide the extent of their co-operation with the miners.

FRENCH LABOURITES AND BOLSHEVISM.

A SPLIT IN THE CAMP?

Paris, August 26.
There seems a possibility of a split in the French General Labour Confederation on the question of Bolshevism. The Secretary, M. Jouhaux, at a meeting of the Confederation on Tuesday evening, said:—"We recognise the right of none, not even Lenin to interfere in our affairs."

BRITISH SHIPS.

MAY UNDERTAKE ANY VOYAGE.

London, August 31.
The Shipping Controller has abolished the licences on British shipping, thus permitting ships to undertake any voyage.

DEARER COAL.

London, August 31.
In consequence of the higher railway rates operating on September 1, the price of coal will be raised between 3/- and 4/- a ton.

PRINCE AT HONOLULU.

Honolulu, August 31.
H.R.H. the Prince of Wales has arrived here.

HOME CRICKET.

London, August 30.

REUTER'S TELEGRAMS.

SOVIET COUNCILS.

ESTABLISHED IN ENGLAND AND SCOTLAND.

London, August 31.
The new Communist Party has established a Divisional Soviet Council for Yorkshire and the North-East Coast, including the Tyne.

Similar Councils have been appointed in London, the Midlands and Scotland.

GENERAL WEYGAND.

MADE A FREEMAN OF WARSAW.

Paris, August 26.
A message from Warsaw, dated Wednesday, says General Weygand, Marshal Foch's right-hand man, whose strategy flung back the Bolsheviks, was presented yesterday with the Freedom of the City of Warsaw. The ceremony took place amid such enthusiasm that the General had to leave by a back door through a garden to reach a banquet which was given to the Anglo-French Missions. General Weygand caused some feeling by reading a telegram which he had just received to the effect that the Commander of a French man-of-war outside Danzig had finally prevailed on Sir Reginald Tower, the Allied High Commissioner, to permit the disembarkation of munitions of war for Poland.—Hurec.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

THE DUKE OF CONNAUGHT.

Singapore, August 31.
H.M.S. Malaya takes the Duke of Connaught to India, arriving at Bombay on 29th. December. She proceeds to the F.M.S. where she is due on 31st. December. She remains in Straits waters until February 1st.

THE STEPHAN WRECK.

Singapore, August 31.
Eleven more survivors of the Stephan wreck, picked up 20 hours after the disaster, and taken on to Colombo, have returned to Penang.

JOHORE WEDDINGS.

Singapore, August 30.
Wedding ceremonies at Johore, two of the Sultan's sons marrying the daughters of Johore chiefs, have attracted large crowds. The ceremonies are attended with rich Oriental display. The celebrations are still continuing.

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, August 31.
In reply to a telegram from the National Assembly in Honan Province, Li Yuan-hang has strongly declined to be a candidate for the Presidency of the Republic of China.

Wu Pei-fu has shown his inclination to accept the appointment of Military Instructor General of the provinces of Chihli, Shan-tung and Honan.

It is said that Yunnan troops have begun to proceed to Pak Sik district in Kwangsi.

The Cantonese community in Peking has passed a resolution at a meeting protesting against Yang Wing-tai being Civil Governor of Canton.

In reply to the demand made by the Ministry for Foreign Affairs, the Japanese Minister has declared that the Anfu members are really political offenders and cannot be surrendered for any other crimes.

SALES.

OPPORTUNITIES FOR SHOPPERS.

Among the ladies' and gents' clothing establishments of the Colony this is the season of sales, and the shopping-district of the City has been characterised by an unwonted activity these past few days.

Messrs. Mackintosh and Co. have to-day commented a special three days' sale, and, close by, the gents' department of Messrs. Wm. Powell and Co., are also doing good business with goods marked at sale prices. Messrs. Yee Sang Fat and Co., in Queen's Road, are also disposing of surplus goods at attractive figures, whilst among the other stores Messrs. Lane, Crawford and Co., and Messrs. Whitehead and Laidlaw have been attracting many ladies to their bargain counters.

At Home the spring and Michaelmas sales are a feature that the ladies would sadly miss, and it would seem that we in Hongkong are going to witness at the close of each summer something of a very similar nature. And inasmuch as sales make good business when it would otherwise be on the dull side, we wish all the firms concerned to continue to support

FOR THE CZECHS.

HONGKONG GIFTS.

With regard to the appeal which we published yesterday on behalf of the Czechs on board the s.s. President Grant, we are pleased to report that we have to-day received several large parcels of biscuits, tinned milk, toys, literature and games from our readers, and at the time of writing the parcels are lying in our office awaiting collection.

During the day we have also received enquiries as to whether there was really any need to send parcels of extra food for the women and children, as the letter which appeared in *The South China Morning Post* this morning by Major Garmock, the Commandant of the Troops on board, had the effect of establishing a doubt as to the necessity of the people concerned. We could only reply that Mr. Tuttle of the Y.M.C.A. had asked us to appeal and that as we had not been in touch with him since, we could not tell what extent any need might exist. However, from the sale which took place yesterday, we are sure that the goods will be of great use to the women and children of the Czechs on board the *President Grant*.

BOY SCOUTS' ASSOCIATION.

BEING REVIVED IN HONGKONG.

It is now pretty generally known that the Boy Scout movement is about to be resuscitated in Hongkong. It started originally the year before the war by a Troop in St. Joseph's College, but, owing to a variety of circumstances, it did not spread beyond that College, and died a natural death in 1916. The war produced a great strain on the Boy Scout movement all over the world, and it was with the greatest difficulty that existing Troops could hang together at all, with so many Scoutmasters called to the Colours, while the formation of new Troops became a practical impossibility. That so many of the old Troops, however, were able to hold their ground, and even often to increase their numbers, speaks well for the vitality of the movement, and the power it undoubtedly possesses of infusing enthusiasm in those who devote themselves to this, one of the most successful movements of modern times for the improvement of boys.

When peace came at last, a retrospect was made of the situation; steps were taken to reconstruct the existing Troops and form new ones all over the world; and shortly after his appointment as Governor to Hongkong, Sir Reginald Stubbs received a letter from Sir Robert Baden Powell, requesting him to resuscitate the Boy Scouts movement in the Colony and inviting him to be Chief Scout. His Excellency accepted the invitation, appointed Lieutenant Colonel Bowen, Commissioner, and the following to act as the Committee of the local Boy Scouts' Association:—The Hon. P. H. Holyoak, President; Mr. R. Hancock, Vice-President; Mr. Weyman, Hon. Secretary; Mr. Brawn, Hon. Treasurer.

The Boy Scouts, it may be observed, are administered by the Boy Scouts' Association, which has its Headquarters in Victoria Street, London, close to the Army and Navy Stores. The Chief Scout in any of the Colonies of the Empire represents Sir Robert Baden Powell, and administers the Troops through the assistance of a local Association, which has power to obtain Warrants for Troops, appoint examiners, frame by-laws and raise any fund it may consider necessary for the development of the work. Besides the Committee all Scout and Cub Masters are *ipso facto* members of the Association, but any ladies or gentlemen interested in the movement are eligible for election. Needless to say, Troops and the Association are limited to British subjects, though troops of other nationalities may, if desired, become affiliated to the Baden Powell Scouts in "fraternal association."

His Excellency convened the first meeting of the Committee on the 26th instant in order that steps might be taken for the raising of Troops and the commencement of their training as soon as the Schools reopen in September after the summer holidays. Encouraging reports as to the formation of troops both in Hongkong and Kowloon have already been received, and there is every reason to expect that, with the advent of the cold weather, the training practices will be taken in hand with vigour.

Boy Scouting is intended, as is well known, to appeal to boys of every class, but is most beneficial perhaps to those poorer classes for whom in England and elsewhere it has done so much good. For such the expenditure entailed can hardly be expected to be met by the boys themselves, and it is anticipated that for the provision of uniforms and equipment the raising of a local fund will be necessary. The President and Committee would, therefore, be glad if any ladies and gentlemen desirous of assisting, and of doing their names to the Hon. Secretary, Mr. Weyman, at the

CHILD CRUELTY CASE.

TIED TO POST AND BEATEN.

Interesting revelations regarding the native custom of selling children were made this morning before Mr. R. O. Hutchison when the case in which a Chinese woman was charged with cruelty to her *mai-chai* was proceeded with. The *mai-chai* in question, a little seven years of age according to European calculation, gave her evidence in a very intelligent manner.

After having the oath gravely administered to her, the little girl stated that because she walked up and down the verandah, her mistress tied her up to an iron post in the rear cubicle of their house at No. 2, Fook San Lane. The cord used was of the size produced before the Court (about a quarter-inch in width) and was fastened around her body over her arms with a tight noose round her neck. During the time that she was thus secured, she was not able to move, and was not allowed to take a rest. Her mistress had no time to unfasten the ropes before witness' mother arrived at the house, but hurriedly cut the thongs with a knife, and in doing so cut her chin. On that day her mistress beat her before she tied her up with the rope, first using a small cane which she eventually exchanged for a bigger one of the size produced in the Court. She was beaten for a long time, but previous to this had never been treated in that manner.

Inspector Willis:—I should like to know if her father had any talk about selling her?

The question having been put to the girl, she replied in the negative.

Inspector Willis:—No, your Worship, perhaps she might not have known it.

Mr. T. Rowan (who appeared for the defence) cross-examined the girl.

You came to defendant's house on the 23rd of last month?—Yes.

And your parents sold you for \$70?—Yes.

Then on the next day you went back to your father or to your mother?—Yes.

How did you go when you went back?—My mother took me back to the defendant's house. I was then beaten.

And then you ran away again after two days?—Yes my mother again brought me back in the afternoon.

And what did your mother tell defendant to do?—My mother did not tell defendant anything.

Then your father took hold of a very large cane and gave you a hiding?—No, my parents never beat me.

Then your mother did?—No; my mother and father are very fond of me and they never beat me.

Did your father ask for a cord in the defendant's house?—No.

Who tied you up?—Ah Yee Koo. I do not know who she is.

Inspector Willis:—I think she is one of the witnesses for the defendant.

Mr. Rowan:—Why did she tie you up?—At first another woman tied me up in the way I have already described. Ah Yee Koo afterwards came and readjusted the noose round my neck, as the cords were loose.

When your father brought you back to the defendant's house you caught hold of his coat and said "I want to go home" and then your mother struck you with her fist?—No, my mother did not beat me at all.

Now, did you say to the defendant "My mother told me I was going to be sold for a few days"?—No.

Did you say to the defendant that if she did not unfasten you, you would tell people that she tied you up?—No.

Were you tied up in the presence of your parents?—They saw me being tied up.

Did you ask your father to untie you?—My mother prevented him from untie me, and defendant caught hold of a knife and cut the thong.

Mr. Rowan (to his Witness):—That is very important. Now, did your mother take any

Resuming his cross-examination, Mr. Rowan asked witness:—Your father told defendant to tie you up as you were running away?—Yes.

One night at about 2 o'clock you got up and wandered about the house, and jumped down certain stairs and got into the street?—Yes.

And the next morning you were found in your parents' house?—Yes.

And then for a second time you escaped from the defendant's house at four o'clock in the morning?—Yes.

And then your parents again brought you back?—Yes.

And when you were brought back you wanted to go again, and the defendant said to your parents "Return the \$70 to me, take back your girl, she always runs away"?—Yes.

And then your parents told her that they had spent the \$70 and that she must keep you?—Yes.

About how many minutes did the defendant beat you, or with how many strokes?—A number.

You were then unfasted, and you had your supper about 7 o'clock?—No, I did not have supper that night.

And then you reported to the Police that you were beaten?—No, my mother came back and took me to the Police Station.

Dr. Moore, Superintendent of the Government Civil Hospital, to which the girl was taken for treatment, said that he made an examination and found that she suffered from marks of the cane. There were five marks on the outside of the right arm, about three on the outside of the left arm, and about seven on the back, these latter being contiguous to those on the arms. The back of the left hand was swollen with five marks of the cane. There were 12 marks on the right.

His Worship:—Was the child's condition serious in any way?—No.

Were the bruises severe?—No. How long did she remain at the Hospital?—She was discharged on the following morning.

The hearing was remanded until to-morrow afternoon.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 12d. 3/4.

THE WEATHER.

2 p.m. Barometer:—29.65. Temperature:—85. Humidity:—72.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

SATURDAY, SEPTEMBER 4.

Theatre Royal—Frawley Company presents "A Pair of Queens"—9.15 p.m.

MONDAY, SEPTEMBER 5.

St. John's Cathedral—Organ Recital by Mr. Denman Fuller—9.15 p.m.

MONDAY, SEPTEMBER 20.

Wiseman, Ltd.—Annual shareholders meeting—12.30 p.m.

DEAF AND DUMB MOTOR CYCLIST.

A deaf and dumb man, of Chesterfield, was recently charged at Bakewell with riding a motor cycle to the damage of the public. The Chairman of the Bench said there was no common sense in treating him as a criminal. He was committed to the House of Detention for 14 days.

NOTICES.

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THE NEW FRENCH REMEDY. THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

CALIFORNIA AND JAPAN.

INFORMAL NEGOTIATIONS.

The New York Times of July 13 announced that informal conversations are in progress between the Japanese and United States Governments relative to the situation in California that has been precipitated by the proposed initiative on State legislation designed to prevent Japanese from owning or leasing land within that Pacific Coast State. This proposed initiative on legislation is to be submitted to the voters of the State in the coming November elections, and there is every indication that it will be approved by the voters of California.

Whatever the action to be taken in California, there is now no doubt in Washington, that the problems presented by the influx of Japanese into California, combine to confront the American Government with an extremely difficult and intricate problem, one of the most important problems that the United States has to face in the next year, and a problem of far greater significance than the country at large has been inclined to attribute to it.

The influx of Japanese into California, and the increase of Japanese population there, as a result of the entry of Japanese picture brides, and increase of Japanese population through births, is known by Federal officials to have developed a situation in California which must soon be met fairly and courageously. There is now no doubt in well-informed quarters here that before another winter passes, perhaps soon after the voters of California act in November, the matter of the United States toward the California angle of the Japanese question will loom above the horizon of American international relations if not acutely, at least more prominently than any other foreign question facing this country.

GOVERNMENT ACTION URGED.

Secretary of State Colby, who returned from San Francisco to Washington to-day, declined to make any comment whatever on the California-Japanese question. During his absence the State Department received from Governor William D. Stephens of California, a letter addressed to the Secretary, appealing to the Federal Government for further protection against the entry of Japanese into California. Governor Stephens's letter asserted that the influx of Japanese into California had brought about "alarming" conditions and that it had become necessary to protect the sovereignty of the State against this growing menace through diplomatic negotiation or a strict exclusion act.

The letter of Governor Stephens had not been actually brought to the attention of Secretary Colby to-day. He was compelled to attend a Cabinet meeting and to attend to some other accumulated matters of state and had not reached the point where he would, in regular order, take up the Stephens letter. Secretary Colby was asked to-day whether he had conferred with Governor Stephens while in California. He replied that he had not, said that he had not read the Stephens letter and declined to make any comment whatever on the California situation.

While Mr. Colby declined to talk about the situation, it is known that there is a growing disposition here to feel that there has been a tendency, in various parts of the country, not directly affected by the Japanese immigration problem, which has been the source of such frequent agitation along the Pacific Coast, to look lightly upon the seriousness of the issue raised by California. There has even been

a disposition to look upon California as being an unjustified disturber of the Japanese issue.

California's conduct has been regarded by many outside of California with impatience, as an alleged uncalculated provocation in a matter of local significance not justifying the consequent embarrassment to the National Government. This feeling in other States is described as somewhat similar to the annoyance experienced by persons desiring to live in quiet toward the noisy complaint of a neighbor whose particular difficulties do not interest those about him.

While the situation resulting from the anti-Japanese agitation in California has not been a subject of official comment in Government circles the conviction is expressed in well-informed quarters here that the Japanese question on the Pacific Coast cannot any longer be regarded as a "local" issue, without vital interest to the nation at large, but will have to be dealt with as a "national" problem. The questions involved in it represent one of America's foremost international problems, and this will undoubtedly be demonstrated before the lapse of many months.

ECONOMIC SIDE PRESENTED.

Men here who have followed the situation closely consider that the Japanese question must be looked at from an economic point of view and in no sense as a question of race or racial antagonism. As an economic question the feeling is growing that the attitude of the Californians is not without justice.

The physical attributes of the Japanese settlers, together with radical differences in their customs and manner of living, preclude competition with them in the economic field by the white races in California, enabling the Japanese to accomplish more work, at lower living cost than the native inhabitants of the state. This economic advantage, coupled with the high rate of reproduction, which prevails among the Japanese people, it is now realized, must render it a matter of decades before the Japanese, at their present rate of progress, will supplant the white race as the dominant element in the population of California. This situation, it is now fully realized here, must inevitably force itself into prominence as a paramount national problem which must be faced and cannot be evaded by the Federal Government.

The letter of Governor Stephens, now awaiting consideration by Secretary Colby, stated that 20 years ago the Japanese population of California was merely nominal; that ten years ago the census reports of the United States Government showed a Japanese population, in California, of 41,336 and that a computation and survey made recently by the Board of Control of the State of California indicates that this Japanese population has been more than doubled. It now amounts to 87,370.

Governor Stephens fears that if the initiative measure is passed it may fall short of its purpose through the Japanese retaining possession of agricultural lands through personal employment contracts and that, therefore, Government action was necessary.

EX-EMPRESS'S TWO WILLS.

Madrid, July 13.—The newspapers state that the ex-Empress Eugenie left two wills, one drawn up in Spanish, appointing as sole legatee of all her property in Spain, her nephew, Count of Montijo, the grandson of her sister, the late Duchess of Alba. It is said that the ex-Empress was desirous of perpetuating the memory of the Guzman family whose ancestor was created

FRESH JUNKER PLOT.

SCHEME FOR NEW ARMY.

Berlin, July 13.—The General Commanding the British Army of the Rhine has issued an order that all arms in private possession in the occupied area are to be given up at once. The persons found in the possession of weapons on July 20 will be liable to imprisonment.

It is well that the question of disarmament should be kept before the public. Though the German Government is obliged itself to carry out the disarming of the population, General von der Goltz, notorious for his reactionary activities, flatly declares, in the Pan-German German Gazette—"These arms will not be given up." He also writes that "not one man of insight will give up his arms, which would mean the certain ruin of himself and his Fatherland."

General von der Goltz has also issued a circular dealing with the employment of discharged officers, non-commissioned officers, and men in agriculture. He says that it is essential that the employed should be animated by patriotic and responsible ideas, because the farmers and landowners want not alone workers, but men who will protect them personally in the event of Spartacist disorder.

It is, and has long been, an open secret that the remains of the new Monarchist and Republican Army are being got together in this way, but the latest revelations of the Freikorps are very instructive. This newspaper yesterday gave details of recruiting in Berlin. It affirms that the reactionaries received their arms from German militarist official quarters, according to a definite plan which had two objects—first, to avoid giving arms to the Allies; and secondly, to provide military auxiliary troops to carry out a Monarchist Putsch in conjunction with the Reichswehr, as the time is considered ripe for such an undertaking.

As was only to be expected, the German Press contains a great deal of bitterness in its summing up of the results of the Spa Conference, and from the tone of certain newspapers one would imagine that they never thought that they would really have to pay for some of the damage that Germany had caused to the rest of the world. On the whole, however, the newspapers consider that Germany has obtained advantages, and that it will be more easy still on future occasions to negotiate with the Allies.

The general opinion of the country is best expressed in these words of the Frankfurter Zeitung:—

We have been forced to accept obligations which threaten to suffocate us. We realize with disappointment and bitterness the full measure of our dependence upon the will of the victors. And we still have no idea in what way the chief question of all, namely, that of reparations, will be answered, but for the moment we have no other way to keep alive than to clench our fists with all the strength of our hands and our soul to try to make what seems impossible possible. The saving of Germany now rests in the hands of the coal-miners of the Ruhr district.

Count of Montijo in 1559, and she therefore left a very considerable portion of her fortune to her nephew with this object. The second will deals with the testatrix's estate in England, the residence at Farnborough being left to Prince Victor Napoleon, the present head of the third branch of the House of Bonaparte.

NOTICES.

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SCIENCE AND PRIVACY.

THE COMING PERSECUTION.

As time and science continue we lose more and more of our privacy, says a writer in the Times. Telephones disturb our sitting rooms; aeroplanes will pass our bedroom windows. Electric bells worry us below stairs, electric lights at the cinema. If we touch a thing, we leave fingerprints; and soon if we speak a word, it will be recorded, and we shall be confronted in the Law Courts with a gramophone giving us the lie. To this pass physical science has brought us. Who wants to have all his actions recorded, and used as evidence against him? But it is not all.

To-day there is another science, infinitely more alarming and disturbing to privacy—psychology. What will happen when the average man knows as much about psychology as he knows to-day about physical science? Hitherto his knowledge has been negligible. He knows that if his friend blushes at the mention of a place or person, he is probably connected in a compromising manner with that person or place. He also knows that if a man cannot look him in the face when making some statement, the man is probably lying. But this is quite primitive. It has been shown that every action and movement we make is "symbolic" of some conscious or unconscious wish—very frequently one which we are most anxious to conceal.

And our wishes are by no means so simple as we believe to be. No crime is so bad, but we may desire to commit it. Unmentionable iniquities are sanctioned by our unconscious minds. Each one of us is a potential Iago or Cenci. Hamlet's stoppage is a lamb beside our unconscious selves, even though "we" be only five years old. And, what makes it worse, our basest desires are revealed to a psychologist by our everyday conduct. The lighting of a cigarette, the scratching of the head, the blowing of the nose are high roads to the inner-

most recesses of our mind. It is no excuse that we do not know we want to do those things; our wishes are there, whether we know it or not.

This should be a warning to those who are too free and easy in their manners. A wise man will take great care to conceal his train of thought before opening a conversation after a pause. And, as for dreams, no one but a fool will any longer tell them to his friends. The more apparently harmless they are the more sinister is the interpretation. To repeat them is openly to invite social ruin or incarceration in an asylum.

Is there, then, any hope that in 50 years' time our souls will not be laid bare to our chance companions after half an hour's conversation? The only comfort is that we shall perhaps, realize that we are all as bad as one another—an advantage, though it would destroy that sense of superiority which comforts those who have no other virtue. If so hypocritical, as we now know it, will be at an end, but it does not follow that there may not be other kinds of hypocrisy. It will be useless to say that you do not approve of flirting with young ladies at a dance if at the same time you play with your watch chain. For this reflex action may be the "clue" to your own taste for flirtation. But suppose you don't play with your watch chain, and scratch your ears instead? A new field for dissembling is opened, and a far more subtle one.

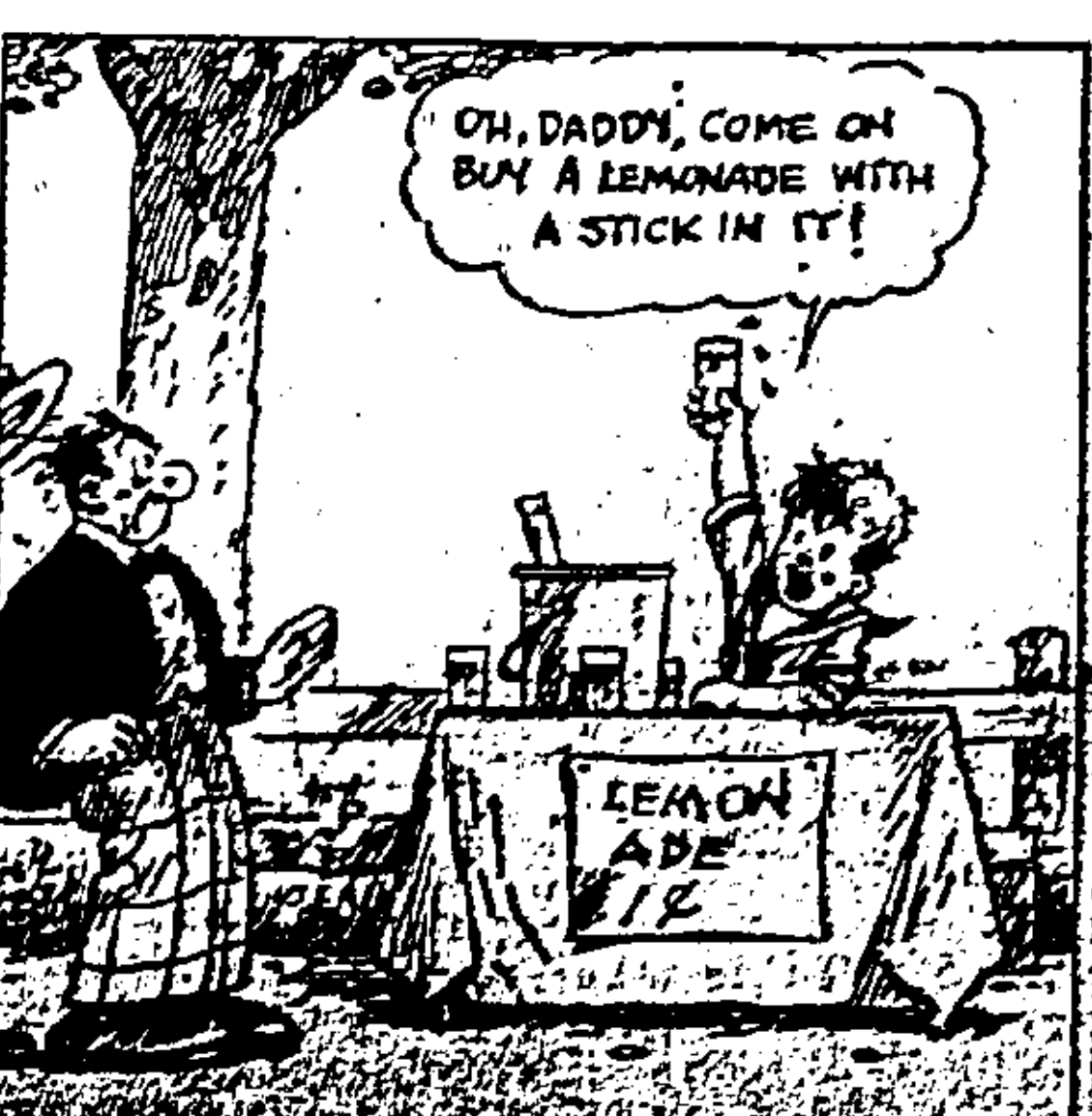
Signs of it are already noticeable. The modern liar will look at his opponent's face, and not at his boots. The fraudulent traveler does not grind his teeth and mutter inaudibly when he reads "Season tickets must be shown." The possibilities of refinements in hypocrisy opened up by psychology are numerous that they may defeat the object of the science.

It will not be the first nor the last invention which has been overcome by human double-dealing and the great art of concealment. Our thoughts in order to advance our fortunes.

DOINGS OF THE DUFFS.

Danny Gets Arrested.

BY ALLMAN.



NOTICES

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SHAMROCK OUTSAILED IN
FOURTH RACE.

Reporting on the fourth meeting of Shamrock IV and Resolute, the *New York Times* says:—The start of the race was signalled at 1 o'clock, and Resolute crossed well over toward the light-ship on the starboard tack at 1.01.33, while the Shamrock hit the middle of the line 23 sec. later at 1.01.56, also on the starboard tack. The Resolute had a lead of a length and a half but, was at least that much to leeward of the green sloop. At 1.23 the Shamrock's baby jib topsail was doused and a couple of minutes later what may be termed an infant jib topsail was broken out in its place, while the Resolute kept edging out further and further to windward and, as well, footed last enough to have two or three lengths' advantage in direction.

THE RESOLUTE GAINING.

The breeze kept freshening all the time. Strange to say the fresher it got the more the Resolute proceeded to foot ahead of the green sloop. At 2.05.23 the Shamrock, then close in to the beach at Normandie-by-the-Sea, went about on the starboard tack. A minute and a half later the Resolute followed suit. In less than 10 minutes from that time they were off the Shrewsbury Rocks Buoy. At this stage the Shamrock started to lessen the Resolute's lead by pointing higher than she had before and footed faster.

As they approached the weather mark, after a tresh in which the Shamrock showed up in a manner which gave her admirers some hope, the Resolute's jib topsail was taken in at 2.34. It was seen that she could make the mark without another hitch, while Shamrock was obliged to make a short one in order that she might turn the mark. The times for rounding the weather mark were: Resolute, 2.35.20; Shamrock 2.37.20.

The Resolute had a lead of 7 min. 10 sec. and had gained 1 min. 47 sec. on the first 10 miles, of windward going. Both jibed around the mark and the difference in manoeuvring at this point showed to the advantage of the American or it.

A TWELVE KNOT BREEZE.

The breeze at this time had attained a velocity of 12 knots and the Resolute was hitting up a pace of not less than 10 miles an hour. Shortly after 3 o'clock the breeze had attained sufficient velocity to flick the surface of the sea with diminutive white caps. It was noticed that in this—Shamrock's pet work, reaching—the green sloop had gained very little on the white sloop.

The second leg was a close reach on the starboard tack. As the breeze continued to increase in velocity the speed of the two sloops likewise increased, until at times the challenger was hitting a pace well in excess of 12 knots. The defender showed surprising speed in this style of going. Resolute rounded the second mark in magnificent style at 3.25.55, while the Shamrock made the turn at 3.27.22. There was a difference of 1 min. 27 sec. between the two. The challenger had gained 43 sec. on this leg.

MORE SAIL ON DEFENDER.

In this leg the Shamrock had averaged just a decimal better than 12 knots for the 10 miles. The Resolute's average speed was just a fraction less than 12 knots.

For a few minutes after a slight squall which was encountered—a very few—both Resolute and Shamrock were side by side during the drifting period. However, the lofty club topsail of the Resolute soon started to do its work and she worked out ahead again.

The Shamrock set up her No. 2 jib topsail and Resolute tried a larger one, too. Then a strange triangular rag of canvas was broken out aboard the challenger. It proved to be a diminutive working topsail. Why Mr. Burton had not the club topsail reset was a mystery to many and the only way they could account for it was that that sail was either out of commission or that they figured that the process of setting it would take too long.

There appeared to be another squall in the distance as the two craft approached to within a couple of miles of the finish line, but it proved to be a false alarm. Instead the wind veered so as to give the two boats a bit more windward work and then, boxing the compass, it came from so far aft that the Shamrock started to break out her reaching jib. This move was followed, about the Resolute about a minute and a half later, with the exception of the fact that a

THE STAGE LIAR.

MR. HAWTREY'S SPECIAL
LINE.

How a playwright conceived the idea of curing Mr. Charles Hawtreys of his habit of telling "lies" on the stage was described before Mr. Russell in the Chancery Division.

The story was told by Mr. Hartley Milburn, one of the plaintiffs in an action against Mr. Gilbert Miller, Sir Alfred Butt and Mr. Charles Hawtreys, for alleged infringement of copyright by the production of "Nothing But the Truth."

Mr. Milburn said that in 1911 he was doing considerable business for Mr. Hawtreys. At that time Mr. Hawtreys was playing the part of the police liar so much that it seemed to him (Mr. Milburn) that the air of novelty had worn off.

He conceived the idea of twisting the position round and getting a part written for Mr. Hawtreys, in which he would get into trouble for telling the truth.

He gave the synopsis to Mr. Bagge, who wrote "The Truth for an Hour."

Counsel asked witness if he knew that for some 200 nights in 1910 Mr. Hawtreys played a part in "The Naked Truth" where he had to tell the truth.

"I agree," said Mr. Hastings, "that it was against his will." (Laughter.)

Mr. Hastings pointed out that, at an important part of this piece, Mr. Hawtreys had to say, "I will tell the truth, the whole truth, and nothing but the truth," and that he struck a noble attitude, which, however, did not last long, because he turned round to the audience and said "Because I can't help myself." (Laughter.)

JAPANESE TRADE.

FAILURE OF BIG COTTON
DEALERS.

Shima Sada & Co., one of the biggest firms in Osaka, has (says the *Japan Times*) fallen upon evil days, due to the heavy losses it has sustained through the failure of speculative transactions in cotton yarn, piecegoods, etc. Nothing definite is yet known as to the amount due to and owing by the concern, but according to allegedly reliable information, the firm owes some ¥13,000,000. Notable is a debt due to the Sumitomo Bank of ¥8,500,000, which is the highest amount, while the Specie, First, Yamaguchi, Mitsubishi, Mitsu, and other banks have accommodated the concern with sums of from ¥300,000 to ¥500,000. As for the assets they are expected to amount to something like ¥12,000,000, comprising contracts, stocks, securities, and other movable and immovable property. A certain influential banker involved in the failure gives the optimistic opinion that as Yen 1,000,000 is all that is recoverable the readjustment of the firm will not be so difficult as feared in some quarters if the bankers do not press the firm for an early settlement but use every effort to recover their credits little by little. In the meantime, what attitude the bankers concerned will assume towards the cotton yard compromise which the Shima firm has left pending is attracting attention among the cotton dealers, some of whom are reproaching the bankers as looking idly upon the question of the compromise owing to some valuable securities having been received from the firm. But in the long run the bankers will have no alternative but to pay the difference of the compromise on behalf of the firm by coming to an agreement with the Committee of the Cotton Yarn Association.

ballooner was selected for the defender instead of reaching jib.

RESOLUTE'S CREW FASTER.

This move afforded another demonstration of the superiority of Resolute's crew in sail handling, for the Resolute's ballooner was out and tugging more than a minute before the Shamrock's, reaching jib was doing its work notwithstanding the fact that the move had been started aboard the Shamrock considerably earlier than on the American craft.

A spinnaker pole was run out on the Resolute to port. At 4.34 Shamrock jibed and with boom to port her spinnaker was broken out to starboard. One minute later the Resolute jibed, but did not attempt to set her spinnaker. The two then made for the line, the Bristol sloop opening up the space between herself and Shamrock all the time, and finally crossed at 4.59.35. The Shamrock ended her day's journey at 4.43.06. The American craft had sailed

MANNIX IN AMERICA.

AUSTRALIAN PRELATES' WILD SPEECH.

The *New York correspondent of the Daily News* writes:—I have just attended a meeting of some 14,000 people in Madison Square Garden to welcome Archbishop Mannix, from Melbourne, who is proceeding to Ireland, there, as he says to kneel at the graves of the Easter rebels "murdered by brutal British bullets." Answering a rumour that permission to land on British soil would be refused him, Dr. Mannix declared that his destination was not British soil, but the Independent Irish Republic.

The importance of the meeting was the platform, Archbishop Hayes, of New York, presided, and introduced Mr. De Valera as President, the latter being cheered for eight minutes. Practically the entire platform was crowded with priests. Archbishop Hayes' first mention of England was greeted with hisses, which he smilingly encouraged.

Dr. Mannix is a brilliant and witty orator. His visit here is the opening of a definite campaign to associate the Catholicism of the United States with that of the Commonwealth in resistance to Great Britain. His speech was rapturously applauded, despite the sensational attitude assumed. While claiming to be animated by no hate for Britain, but only love for Ireland, he expressed regret that Ireland's invader had not been Germany. On the signature of Ireland's liberation from Germany, he said, Mr. Lloyd George, "that little Welsh Attorney," would have dropped hot salt tears.

"There is no risk," he proceeded, "in the United States recognising the Irish Republic. There is no danger of war with England. I can speak for the British Empire—(laughter)—and can give you an absolute assurance that if you tried to go to war with England the Empire wouldn't. And England would have to borrow your money to do it."

"Of course, you were at war with England, and may be at war with her again. Don't be afraid of falling out with a friendly nation. Don't rely on British friendship. She has never been more unfriendly than she is today in her heart."

These, and other utterances, set the note for an independence movement in Australia—where Dr. Mannix tells Mr. De Valera he will be welcome—and also for a dangerous agitation against England in which the use of the word "war" will become more frequent.

CATHOLIC RESENTMENT.

In the House of Commons, Sir Frederick Young, Co-Unionist member for Swindon, asked the Prime Minister whether his attention had been drawn to a speech by Dr. Mannix, Roman Catholic Archbishop of Melbourne, delivered recently in the United States, in which he was reported to have said that England was the enemy of the United States, that she was their enemy to-day and would be their enemy for all time, and urged American recognition of an Irish Republic; and whether, seeing that the Archbishop indicated his intention of visiting Ireland, the Government would take steps to prevent him from so doing, having regard to the serious situation in Ireland.

Mr. Bonar Law, who replied, said:—My attention has been drawn to the statement of Dr. Mannix. The action to be taken by the Government is now under consideration.

Major Archer-Shee (Co-Unionist member for Finsbury and a Roman Catholic): Is the right hon. gentleman aware that loyal Catholics resent this man's utterances as much as anyone, and will the right hon. gentleman see that he is deported from this country?

Mr. Bonar Law: I am well aware of the feeling of loyal Catholics on this matter.

Sir F. Young: Has the right hon. gentleman seen it mentioned in the papers that Dr. Mannix proposes to sail for Queenstown at the end of the month?

Mr. Bonar Law: I believe that is so.

boat for boat, by 3 min. 8 sec. elapsed time.

The chorus of whistles that hailed Captain Adams' victory was the loudest demonstration that either boat had received during the race. There was a noisy welcome for the Shamrock, too, and as Shamrock finished, several small boats, circling the Victoria and gave three cheers for Sir Thomas Lipton, who was standing on the forward deck.

NOTICES

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DRESSES & BLOUSES
AT HALF PRICE.EVENING GOWNS
AT BIG REDUCTIONS.MILLINERY
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SLOTING MACHINES Etc., Etc.

STOCKS CARRIED.

TO-DAY'S MISCELLANY.

In the history of coins and token money surely Germany can at least claim originality in issuing porcelain currency. This "coinage" is intended to replace small paper money, and will have the advantage of being easily kept clean. But what of the prime essential of small coins—durability? During the war commanders in remote outposts had great difficulty in understanding the various currencies in use, which varied from cattle to cowries. Token money has also taken different forms, such as metal, leather, and paper, but never before has pottery been fashioned into currency.

Silcoates School, Wakefield, which recently celebrated its centenary, though one of the lesser public schools, has an unusual number of celebrities on its roll. Among them are two of the makers of what used to be called the New York Nation—W. T. Stead and Sir George Newnes; and one of the most illustrious of American journalists—E. L. Godkin, who founded the New York Nation at the close of the Civil War. Others are Dr. Guinness Rogers, Congregationalist leader and most vigorous of political Nonconformists; Professor McCall, founder of the McCall Mission in Paris; Professor Miall, F.R.S., and Mr. Theodore C. Taylor, the Batley manufacturer who became known as a pioneer in co-partnership and workers' welfare schemes.

In America Presidential candidates have the choice of two methods of conducting their election campaign—the "swing-around-the-circle" and the "front-porch." Senator Harding, it is announced, has decided to adopt the latter. Instead of stumping the country, as Roosevelt and Bryan did he will follow the example of McKinley and Cleveland and stay in his own home at Marion, Ohio, receiving on his front porch a succession of party delegations, whose visits, of course, will elicit speeches. According to election experts, a front porch campaign costs little less than the other. While the delegates pay their own fares, the provision of even the simplest entertainment for such a large number of persons involves considerable expense. Moreover, a campaign in which the advantage of stimulating enthusiasm by means of the candidate's visit to the several States is deliberately forgone requires the making up of this loss by other means of "publicity"—notably by the circulation of campaign literature and the purchase of advertising space in the newspapers.

CONSIGNEES.

NOTICE TO CONSIGNEES
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer "EURYPYLUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 1st September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 7th Sept., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 21st Sept., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st August, 1920.

Sir Oliver Lodge is among those who wish to have the double service in lawn tennis abolished. He can see no reason why a player should have two chances with every service of defeat—his opponent. Sir Oliver conjectures that the double service may have been, in origin, a concession to the weakness of amateurs in the early stages of the game. This is rather supported by the analogy of cricket. Most of the elders among us can remember the days when in small cricket the privilege of a trial ball used to be claimed. There is a story of a famous champion who, on being bowled first ball, went on, with the casual remark that he never could play those trial balls. The custom must have disappeared very early in important cricket. Not so, however, with bowling. Till quite recently every new bowler claimed the privilege of sending down a number of balls to the wicket-keeper in first-class cricket before beginning the attack. In other games the trial is less in evidence, though golf rabbits have a way of allowing themselves a couple of drives off the tee when necessary, picking the better of the two for the next shot.

DANCING.

The Misses Alleen & Doris Woods.

Expert Teachers of the Most up-to-date American Ball Room Dancing. Plan to return to Hongkong at the end of Sept. and resume their tuition. Recognised as the best Teachers on East.

Perfect and rapid tuition guaranteed. Full details later.

CONSIGNEES

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S. S. "WEST INSKIP"

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI & MANILA.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on September 6th at 10 a.m. and September 7th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognised.

No claim will be admitted after the goods have left the godowns and all goods remaining undelivered after September 7th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

Hotel Mansions.

Hongkong, 31st August, 1920.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S. S. "WEST CADDOA"

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI & MANILA.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on September 6th at 10 a.m. and September 7th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognised.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after September 7th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

Hotel Mansions.

Hongkong, 31st August, 1920.

THEATRE ROYAL**SPECIAL VISIT. ONE NIGHT ONLY****Mr. T. DANIEL FRAWLEY**

will produce

On Saturday Night

"A PAIR OF QUEEN'S"

First Time in Hongkong.

Usual Prices

Booking at Moutrie's.

NOTICE.

THE GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Fifty cents per share has been declared for the half-year ending 30th June, 1920.

Such Interim Dividend will be payable on and after THURSDAY, 11th September, 1920 at the Offices of the Company, where shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be closed from 6th to 16th September, 1920 (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

SHEWAN TOMES & CO. General Managers.

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on TUESDAY the 21st day of SEPTEMBER 1920 at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1920.

THE TRANSFER BOOKS of the Company will be closed from 7th to 21st September 1920, both days inclusive.

By Order

M. MANUK, Secretary.

Hongkong, 1st September, 1920.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S. S. "DOYLESTOWN"

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI & MANILA.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on Sept. 6th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognised.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after Sept. 7th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

Hotel Mansions.

Hongkong, 31st August, 1920.

NOTICE.

ST. PAUL'S INSTITUTION (Causeway Bay)

The Reverend Mother Superior of the St. Paul's Institution, Causeway Bay, desires to announce that the Institution will re-open on 6th September, 1920.

WISEMAN LIMITED.

NOTICE TO SHAREHOLDERS.

The Sixteenth Ordinary annual Meeting of the Shareholders in the above Company will be held at the Company's Office, 14 Des Voeux Road, Central, Hongkong, on Monday, 20th day of September, 1920, at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1920.

The Transfer Books of the Company will be closed from 13th to 20th September 1920, both days inclusive.

By Order

D. K. KHARAS, Secretary.

NOTICE.

We have this day removed our Office to No. 33 Queen's Road Central, second floor, Room No. 17.

RIBEIRO, SON & CO.

Hongkong, 1st September, 1920.

NOTICE.

KOWLOON CRICKET CLUB.

A Grand Illuminated Promenade Concert will be held in the grounds of the K. C. C. on Saturday, September 11th, at 9 p.m. The Full Band of the Wiltshire Regiment will perform (by kind permission of Lieut.-Col. Wyndham and Officers), and several well-known local artists will appear. Admission \$1.00.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

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JOHN P. JONES, B.Sc., M.E. Min.

The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced.

Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private Tuition can also be had in these subjects.

Prospectus on application.

LESSONS IN CHINESE.

MR. LI HON FAY, a Chinese graduate, versed in literature, has been a teacher to European Officials and merchants in this Colony for over twenty years.

He has a good method of training Europeans to pass in the Chinese examinations, and is possessed of first rate certificates as a Chinese teacher. He has also a good knowledge of Mandarin and dialects.

Those who intend learning the Chinese language are requested to write to No. 132, Queen's Road, Central, 2nd floor.

NEW ADVERTISEMENTS.**QUEEN'S DISPENSARY.****NOTICE.**

We beg to announce that

on August 29th, the

Queen's Dispensary will be

removed to ST. GEORGE'S

BUILDINGS.

(OPPOSITE STAR FERRY).

HARPER AND CO., LTD.

NOTICE.

Diocesan Boy's School HONGKONG.

Next Term begins on Monday September 13th, 1920.

An Examination for new boys will be held on Saturday September 11th at 9 a.m. All names of new boys, Boarders and Day Boys, should be sent in by September 11.

All Fees are payable quarterly or half yearly in advance.

Parents and Guardians can see the Headmaster any morning September 6-11 between the hours of 10 a.m. and 12 noon, or at other times by appointment.

Rev. W. T. FEATHERSTONE, Headmaster.

THE SPORTING CHRONICLE (Civis Mundi)

A monthly journal devoted to all sports and pastimes.

Book your copy to-day, sending in your advance subscription and be assured of reading all about sports of Ceylon and all over the world.

Correspondence invited from all interested. Subscription Rs 5/- per year and 50 cts per copy per month. Photos and competitions a special feature.

Apply sharp to:—

The Manager

The Sporting Chronicle

Colombo, Ceylon

The only such paper in the East.

NOTICE.

HONGKONG HOTEL CO., LTD

An Interim Dividend of \$3 per share has been declared for the half-year ending 30th June 1920.

Such interim dividend will be payable on and after Tuesday, 14th September 1920 at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The Register of Shares of the Company will be closed from 7th to 14th September 1920 (both days inclusive) during which period no transfer of Shares can be registered.

By order of the Board of Directors.

J. H. TAGGART, Manager.

Hongkong, 31st August, 1920.

NOTICE.

We have this day established ourselves as Consulting Engineers and Surveyors.

BEST & MAY,

13 Chater Road.

NOTICE.

Mr. Charles Albert Bannerman Brooks has been admitted a Partner in our Firm as from 1st April, 1920.

The name of the Firm will remain unaltered.

PENTREATH & CO.

WANTED.

WANTED.—AN ELECTRICIAN or MARINE ENGINEER is required as a Shift Engineer at the Generating Station of the HONGKONG ELECTRIC CO., LTD., North Point. Apply in writing accompanied by details of experience and copies of testimonials to The Manager, HONGKONG ELECTRIC CO., LTD., St. George's Buildings.

WANTED.—A godown of about 4,000 square feet of floor space on or near the Water Front. Apply to P. O. Box No. 5.

Hongkong, 27th August, 1920.

WANTED.—By firm of Solicitors in Hongkong, a Short-hand-typist. Apply by letter to Box No. 423 c/o Hongkong Telegraph.

FOR SALE.

FOR SALE.—Land at Kowloon, about 16,745 square feet, in a very desirable position for European dwellings. For full particulars apply to—Linstead & Davis, Alexandra Buildings, Hongkong.

SHORTHAND CLASSES

St. Mary's School, Kowloon, Evening classes for Young Ladies in Pitman's Shorthand will reopen on the 3rd September. There will also be a class for beginners.

FOR SALE.—1920 Model Indian Motorcycle, travelled 200 miles. A bargain at \$325.00. Apply Box 429 c/o Hongkong Telegraph.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 6th September 1920,

commencing at 10.30 a.m.

At No. 15 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon

A Large Quantity of Flat, Round and Square Bar Iron, Steel and Iron Plates etc.

also

T. 50 bales Cotton Baling, ex S.S. Harold Dollar, arrived on 17th April, 1918

and

A Large Quantity of Sundry Goods.

Terms: Cash on delivery.

LAMBERT BROS.

Auctioneers.

Burglar & Fire-resisting

SAFES

"Prevention is better than Cure."

The Undersigned have just received a new consignment of Milner's Safes.

LAMBERT BROS.

Duddell Street.

Monday Sept. 6th

at 9.15 P.M.

St. John's

Cathedral

Vocalist

Mr. D. J. Brown.

ORGAN RECITAL

MUSTARD & CO.

Connaught Rd. Central

Telephone No. 1186.

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TYPEWRITERS.

Remington Wahl. The only Adding-Sub-

tracting-Multiplying Machine on the market

which when required can revert to a regular

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AND MACAO.

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REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)
"PROTESILAUS" 1st Sept. London, Amsterdam & Hamburg
"ACHILLES" 9th Sept. London, Amsterdam & Antwerp
"MENTOR" 21st Sept. London, Amsterdam & Antwerp
"KEEMUN" 12th October London, Amsterdam & Hamburg
"TEIRESIAS" 26th October London, Rotterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
"RHESUS" 4th Sept. Havre and Liverpool
"CYCLOPS" 11th Sept. Genoa, M'les, L'pool & Glasgow
"TITAN" 5th October Genoa, M'les, L'pool & Glasgow
"EURYPYLUS" 12th October Marseilles, Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)
"TALTHYBIUS" 3rd Sept. Victoria, Seattle and Vancouver
"TYNDAREUS" 5th October
"TEUCER" 20th October

NEW YORK SERVICE

(via Suez or Panama)

HOMeward PASSENGER SERVICE

"MENTOR" 21st September for London direct
"STENTOR" 5th October for London direct
"TEIRESIAS" 26th October for London direct
"IDOMENEUS" 9th November for Liverpool via Marseilles

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

THE ADMIRAL LINE.

NOTICE TO CONSIGNEES.

The Steamship

"CITY OF SPOKANE"

having arrived from Seattle via ports, on August 27th consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Sept. 1st by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after September 2nd will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE,
5th Floor Hotel Mansions.
Hongkong, 25th August, 1920.

CONSIGNEES.

THE ADMIRAL LINE.

NOTICE TO CONSIGNEES.

The Steamship

"COAXET"

having arrived from Portland, Ore., on via ports, on August 25th consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 31st inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after September 1st will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE,
5th Floor Hotel Mansions.
Hongkong, 25th August, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

STRUTHERS & DIXON, INC.

From SEATTLE

The Steamship

"DEUEL"

Having arrived from Seattle via ports on 30th August, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 5th September, 1920 by the Company's Surveyors Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns and cargo undelivered on and after 5th September, 1920 will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.
Agents.

1st floor, Powell's Building,
12, Des Vœux Road Central.
Hongkong, 30th August, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

From SAMARANG, SOURABAYA, CHERIBON, BATAVIA, SINGAPORE & SAIGON.

The Steamship

"LAKE ONAWA"

having arrived on August 30th, from the above-mentioned ports, consignees of cargo are hereby notified that they must take delivery of same alongside, and all cargo impeding discharge will be landed at their risk and expense into the Hazardous Godowns of Frank Waterhouse & Co., Yau-mat-shi, and stored at consignees' risk.

Consignees must produce an Import Permit before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be landed in Frank Waterhouse Godowns, when they will be examined on Sept. 3rd, at 2.30 p.m. by Messrs. Carmichael & Clarke.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Sept. 5th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.
Operators U. S. Shipping Board.
Hongkong, 30th August, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"HUNGARIA"

From TRIESTE, VENICE
BRINDISI, PORT SAID,
COLOMBO, PENANG
& SINGAPORE

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th prox. or they will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 16th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th prox. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.
Agents,
Hongkong, 30th August, 1920.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO.

S.S. "LAKE FIELDING"

From CALCUTTA via PENANG,

SINGAPORE & SAIGON.

The above mentioned vessel having arrived from the above mentioned ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on September 6th at 10 a.m.

All claims must be produced within a week of the steamer's arrival here after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after September 7th will be subject to rent.

No fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S. S. CO.
As Operators, U. S. Shipping Board.
Hongkong, 30th August, 1920.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.

HARBOUR REPAIRS
Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to
50 B.H.P. now in stock
also spare parts.

Works ... Tel. K.21.
Manager ... K.339.
Secretary ... K.369.
Harbour Engineer ... K.23.
Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

The Steamship

"BENLEDI"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Sept. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 9th Sept. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Sept. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 27th August, 1920.

AMERICAN & MANCHURIAN LINE

NOTICE TO CONSIGNEES.

From NEW YORK.

The Steamship

"KANSAS"

having arrived, Consignees of cargo are informed that all Goods are being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after 6th September will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before 12th September 1920, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 6th September at 10 a.m. by the Company's Surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
THE BANK LINE LTD.
General Agents.
Hongkong, 30th August, 1920.

SHIPPING

HOLLAND-EAST ASIATIC SERVICE

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

FOR ROTTERDAM AND HAMBURG.

S.S. "TOBA" Beginning of September

FOR AMSTERDAM AND HAMBURG.

S.S. "BAARN" September.

FOR ROTTERDAM AND HAMBURG.

S.S. "TJIMANOEK" October.

FOR AMSTERDAM AND HAMBURG.

S.S. "KANGKAN" November.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,

York Building.

KONINKLYKE PAKETVAART MAATSCHAP

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Agents.

Telephone No. 1574.

WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board steamers

For

SEATTLE - TACOMA - VICTORIA - VANCOUVER

via Kobe and Yokohama.

"DELIGHT" 8th September.

"EASTERN MARINER" 25th September.

further sailings to be announced later.

Through B/Ls issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

1st Floor, Hotel Mansions.

Telephone 3507.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 9 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 9 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 A.M. and 5 P.M. (Sundays at 9 A.M.)

From Macao—Daily at 8.30 A.M. and 2 P.M. (Mondays at 7 A.M. & 2 P.M. Sundays at 5 P.M. only.)

Police Permits to leave the Colony are not required.

Further information may be obtained at the Coy's Office, Hotel Mansions or from Messrs. Tates, Cook & Son, Booking Agents, Hongkong.

NELSON AUTOGRAPH LETTER.

end of the Baltic Expedition

June 4, 1891. The chief interest

in the letter lies in a postscript

which says: "I wish you would

make our worthy Knight of the

Bath well consider he has now

comfort widows and to succeed

maidens in distress." This was

an allusion to Rear-Admiral

Graves, who was in the Defiance

He had been invested with the

Order of the Bath, the ceremony

having taken place on the quarter

deck of the St. George, Nelson,

bestowing the accolade in the

name of the King, Nelson, in

letter to Captain George Murray

on June 1, said in a postscript

Graves has the red ribbon as

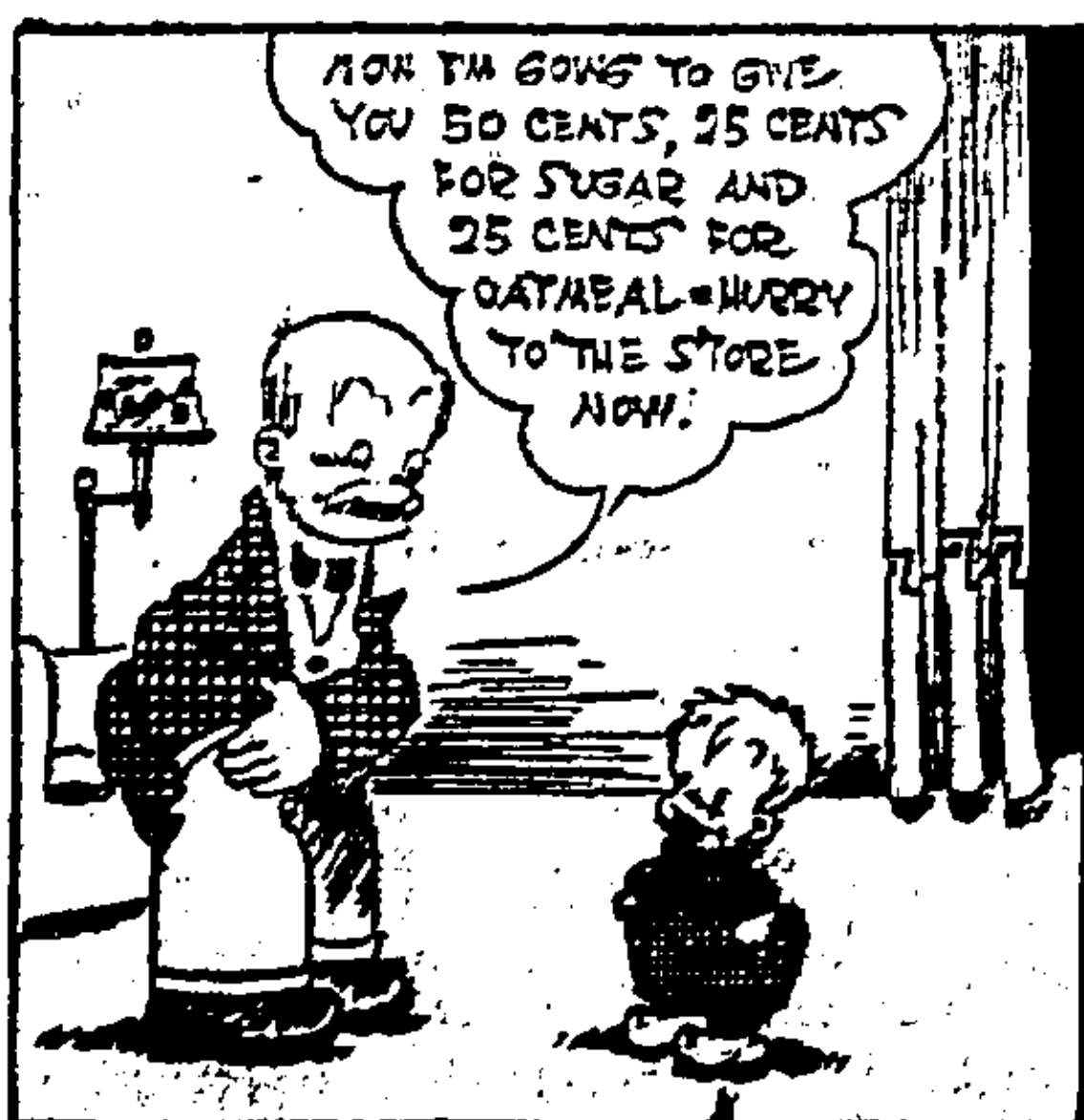
a viscount.

flagship, the St. George, at the

FRECKLES AND HIS FRIENDS

He Didn't Want to Get Them Mixed!

BY BLOSSER



Watson's
PURE
CARBOLIC SOAPS
Recommended by the Medical Profession.
SUPPLIED IN THREE STRENGTHS:
5 FOR TOILET USE
Price: \$1.20 per box of 3 tablets.
10 FOR THE BATH
Price: \$1.75 per box of 3 tablets.
20 MEDICAL BATH SOAP
Price: 75 cts. per tablet.
A.S. WATSON & CO., LTD
THE HONGKONG DISPENSARY.
Phone 16.
Cable Address: Telegraph, Hongkong.
Telephone: No. 1. A.B.C. 5th edition. Western Union.
Office address: 11, Ice House Street.

BIRTH.
LAMBERT—On the 1st. September, at No. 7 Broadwood Road, to Mr. and Mrs. L. E. Lambert, a daughter.
DEATH.
MUDIE—At Lintrathen Gardens, Clapington Road, Dundee, on 11th August, James R. Mudie, A.M.I.C.E., late P.W.D. Hongkong, in his 68th year.
ACKNOWLEDGEMENT.
Mr. and Mrs. J. M. Noronha and Family desire to thank all friends for their kind sympathy in their recent sad bereavement and for floral tributes sent to the funeral of their dear daughter, Marie.

The Hongkong Telegraph
HONGKONG, WEDNESDAY, SEPTEMBER 1, 1920.
LANCASHIRE AND CHINA.

The other day we commented on the somewhat stagnant commercial position here just now, owing to the difficulties of doing business in goods the prices of which cannot be quoted. In that connection it is interesting to note that at home the great falling off in orders from China has been commented upon. In fact, we notice that at one time Lancashire's trade with China had fallen to almost a vanishing point. Although the Home houses cannot help it, they have themselves to blame somewhat, for it was a very patience-trying matter to order goods from England and then have to wait months and months before there was any sign of delivery. It could hardly be wondered at when trade in China, due to exchange and other causes, fell off that there was scarcely anything interesting in the demand from the Far East.

At the present time Mr. H. H. Fox, Commercial Counsellor of the British Embassy in China, is in England and he has written a very interesting article on the question of trade with China, which recently appeared in the *Board of Trade Journal*. He certainly takes a highly optimistic view of the situation. He states that America is probably the most serious competitor of Great Britain at the present time, for though the trade of Japan expanded enormously during the war years, the thorough and persistent boycott of Japanese goods, established in 1919, has dealt a blow from which it will take the trade some time to recover. Ninety per cent. of China's imports and exports pass through the ten principal Treaty ports, of which 40 per cent. is claimed by Shanghai. Big British merchant houses have been established in these ports for many years, in some instances for nearly a century, and through their long established Chinese connections these firms remain—at least for the present—the best channels through which British goods may be sold in China. It is difficult for the new American competitors to rival the big British house, either in the extent of its connections or in its repute for financial stability. Great Britain still possesses the advantage of old connections. Thus a year's experience of trade after the war shows that Lancashire has definitely and completely re-established the position which the shipping and other troubles during the war years compelled it to relinquish. Mr. Fox, apparently, is dealing with the situation as it revealed itself at the close of last year. Since then, the rise in prices and the failure of goods to arrive till many months after they had been ordered has almost brought Lancashire's trade with China to a standstill. Not only have prices and non-delivery retarded trade, but one must not forget that China, herself, is manufacturing a great deal of her own cotton needs. The number of cotton mills in China is still growing and whereas mills before the war could hardly pay a dividend they have, during the past few years, made large profits. There is in fact a great encouragement for them not only to produce yarns for native looms but also to produce the woven articles, finished, finished and dyed. These mills are now cotton spinners—there is plenty of raw cotton grown here, apart from what they buy from India—manufacturers, dyers, bleachers, &c., on a modern scale, and in course of time will be capable of doing what Osaka, Japan, is now doing and has done for the past fifteen or twenty years. The loss to foreign manufacturers of all classes of manufactured goods will eventually be the gain to Chinese manufacturers, and Shanghai will become, without doubt, a small Lancashire or Osaka manufacturing district or city.

It will be some time, of course, before this prediction is fulfilled, but it should not be forgotten that China grows a large quantity of excellent cotton, which is woven on the spot into cloth which her people readily buy. It has been for a long time, and is still difficult for her to buy the textile machinery she requires, but any possible opportunity to import it is seized upon. At Hangchow, imported machinery is said to be steadily ousting the native goods, and at Tsingtau, a port at present under Japanese control, goods from Shanghai are reported to be supplementing the

NOTES & COMMENTS.

TENNIS MATTERS.

We are glad to see that a beginning is being made with the formation of the proposed Lawn Tennis Association for Hongkong. At the meeting of representatives of five Clubs recently selected to make the Interport arrangements, it was reported that no rules of the Shanghai Association had been received, and therefore it had not been possible to proceed with the establishment of a Hongkong Association. But the Chairman stated that the Association, when formed, would take over the work of the League and run everything pertaining to tennis. The idea has occurred to us that a basis for the new body might be found in the rules of the Hongkong Football Association, which is the general controlling body of football in this Colony. The various Leagues are affiliated with this Association, which supervises all local football matters. We believe, however, that the several Football Leagues have their own Committees and officials. Whether the same idea should be followed so far as tennis is concerned is a matter which is well worth considering. In other matters apart from League contests, the Association should, of course, make all the arrangements, particularly in regard to interport contests and the open championships of the Colony. These things have hitherto been left to one Club, which has done much for sport in Hongkong. When the sub-committee appointed to deal with the Shanghai interport contest has secured sufficient data to make a start with the Association, it would be wise to call a meeting of representatives of every Club for the purpose of forming it and approving the suggested rules.

"NUMBER, PLEASE!"

Thus the *Canton Times*:—"Many complaints have recently been made to the Telephone Exchange by local residents, because all the telephones here are out of order. It is reported that the poor telephone service is also due to inexperienced workers in the Telephone Exchange's offices. If there is any joy in sharing sorrow, then the reading of these lines regarding Canton's grievance should bring unbounded happiness to residents of this Colony. We've heard various reasons adduced to account for the annoyances which we suffer through imperfect telephonic communication, but we've never heard anybody go so far as to declare that 'all the telephones here are out of order.' There are still one or two left on which it is possible to make one's self understood, and these are tremendously prized. Nor would we be so ungallant as to suggest that the faults are due to inexperienced workers 'at the Exchange.' But that there is something slightly amiss with our service is generally admitted. After a grim struggle in our own telephone box on one occasion, when we made desperate but unavailing efforts to get on to a certain number, we asked the operator whether she would like to know what we would do with Hongkong's telephone system if we happened to own it. The hello-girl said she would. 'Sell it and buy a new one!' was our reply. A subdued giggle was heard at the other end of the line. Possibly the dear girl had come to the conclusion that the state of the market was: 'No buyers.'

LOCAL ELECTORATES.

If this Colony should get a measure of constitutional reform including the recognition of the elective principle in regard to the appointment of Unofficial members of the Legislature, it will be necessary to arrange a satisfactory franchise scheme. Present ideas favour a voters' list based on the Sanitary Board electorate, which comprises residents on the Jury List and those who are eligible for, but exempt from, jury service. That would appear to be as good an arrangement as is possible, provided there could be some slight amendment of the Jury Ordinance so far as the list of exemptions is concerned. The Ordinance sets out in detail the callings in regard to which exemptions are conceded, but it would appear that there are certain other people here—such as British subjects employed by the Chinese Customs and by the cable companies—who, though not included in these specific exemptions, are not liable for jury service. The result is that as they are neither on the Jury List nor included amongst those exempted by Ordinance, they cannot

DAY BY DAY.

WE LIVE TRULY, EXACTLY IN PROPORTION AS WE GO OUT OF OURSELVES AND ENTER INTO THE FULLNESS OF THE EXPERIENCE OF THOSE WHOM WE SERVE, AND BY WHOM IN TURN WE ARE SERVED.—Wesley.

Once again there was a clean bill of health in the Colony yesterday.

The rainfall registered at the Botanic Gardens during August totalled 14.79 inches. There were only twelve days on which no rain fell. The heaviest fall on one day was 3.08 inches, on the 1st.

Mr. D. K. Blair, Hon. Treasurer of the Hongkong Aero Club, is in receipt of the following further subscriptions to the Royal Air Force Memorial Fund—Mr. R. Anonynous, \$100; Mr. A. O. Lang, \$25; Mr. A. F. Arculli, \$25; Messrs. Arculli Bros., \$25.

Nowadays it is considered a virtue by some to rob Kwangsi men. A batch of these fugitives arrived from the scene of the fighting yesterday, by the Kwong Hong, and whilst they were asleep on board the steamer, which was lying alongside the wharf, they were set upon by about twenty local Chinese who robbed them of all their valuables, amounting to \$320. The assailants decamped with the booty during the early hours of this morning, and the Police so far have not succeeded in laying their hands on the culprits.

Manila is to enjoy a long season of grand opera beginning with the advent of an Italian grand opera company which is to arrive there in October and open at the Grand Opera House about November 1. This company will be in Manila through November and December, and a Spanish opera company will follow it at the Grand Opera House. The leading members of both these companies are reputed to be celebrated artists and the Manila public has advanced liberal sums; the house has practically been sold out in season tickets for each company.

This week the Coronet is showing a Dolores Cassinelli attraction entitled 'Tarnished Reputations' which can be favourably compared to the previous production in which this clever artist was featured. 'Tarnished Reputations' is a virile drama with much of that which appeals to sentiment. This picture has a worthy co-attraction in 'Around the Town' which is the first of a series of similar topical films depicting beauty, celebrity, comedy, etc. A Snub Pollard gem produced in the best 'Snub' style completes a really attractive programme, which should not be missed.

Three Chinese youths believed by the Police to belong to the gang of juvenile criminals which recently committed a highway robbery on Miss Harvey, were yesterday arrested by the West Point Police in investigations which they pursued into a burglary taking place at No. 397, Queen's Road West and resulting in a loss for the victims of property to the value of \$45.50. The responsibility for this burglary was laid by the juveniles on a Chinese man, who, however, was not arrested. The property was recovered from various pawnshops at Mongkok. Charged before Mr. R. O. Hqichison this morning, they pleaded guilty. They gave their ages as 19, 22 and 15 years respectively, and sentences of three months, three months and two weeks, with twelve strokes of the birch, were passed.

Vote at Sanitary Board elections and would be disfranchised under any scheme of constitutional reform which prescribed that the voters should be the same as the Sanitary Board electorate. Now, these people are British subjects in a British Colony, and it would be extremely unfair were they to be prevented from exercising the franchise whilst foreigners who happen to be liable for jury service are able to vote. This is a matter which ought to be taken up, and we trust that one of our Unofficials will move the Government to secure a necessary amendment of the present Jury Ordinance to cover the point raised.

AN ISLANDER'S DIARY.

(BY "AJAX")

The shooting season has opened with snipe. The Nimrods expect a very good season, as birds are coming in numbers, and the recent rains will, it is thought, attract more birds. Two or three fairly large bags have already been reported in Samchun district, in Chinese territory, but it appears that these birds have not settled in any of the old haunts in the New Territories. An old sportsman prognosticates a very good season, and there has been a run on local ammunition stores for supplies. It behoves sportsmen to pay a little attention to the regulations relating to their dogs. Have they ascertained what is actually the requirement of that Government notification prohibiting the transportation of dogs to and from the New Territories? Has that notification been modified, and how does it apply to shooters? To what extent is it applicable to dogs transported by launch or train to the New Territories from the island of Hongkong, ostensibly for shooting purposes? A couple of weeks ago I enquired what the exact area of the new reservation was that the authorities had proclaimed near Fanling. I am now told that the reservation area in Fanling is defined by the boundaries of the Golf Club, including the new ladies' wing. Now that is easier to understand than the Government notification.

So far, it appears, the Public Works Department has received no applications for splitting up the old Post Office site, which will be put up for auction on the 1st of November at the upset price of \$50 a square foot. Although money is very tight in the Colony at present and is likely to continue so until the end of year, I am told there is enough money amongst the Chinese for investment in land. It would certainly be advantageous for a corporation to secure the whole site instead of the area being split up into four or five parts, in which case some of the land would be lost in the making of pathways, etc. A rumour that the Asiatic Petroleum Company will buy the whole land is gaining currency. If the site is put up in its entirety, it is doubtful if very much more than the upset price will be obtained, as only a very large corporation can afford to pay such a price.

I hear that it is the intention of the Government to pull down all the bathing mats at Repulse Bay next season, and put up in their place fine wooden structures which will be let out for the season to bathers. No doubt, the sheds look very unsightly and disfigure the splendid view, but it would be interesting to know how the Government intends satisfying those who have already put up these mats at great expense, averaging about \$200 each. Although the Government, under the licence granted to people who intend erecting bathing mats, reserve to themselves the power to cancel it at any time, it is hoped that when the authorities eventually decide to build wooden structures and pull down the present sheds a fair amount as compensation will be given to the owners.

I am told that the new Government sheds will be modern in every respect, and will have shower baths and all comforts, which the present ones do not possess. There will be small sheds thrown open every day for bathers who have no sheds. Of course, it is presumed that those who have their present bathing mats standing on the ground will be given the first refusal when it comes to farming out the wooden sheds to applicants. A portion of the site has been given to the Far East Aerial Transportation Company for the landing of seaplanes.

The confirmation, by the Secretary of State for the Colonies, of Commander C. W. Beckwith in his post of Harbour Master will, it is presumed, make it necessary for the Government to appoint some one to the position of Superintendent of Imports and Exports, for although Commander Beckwith has been acting Superintendent of Imports and Exports, since he stepped into the shoes of Captain Basil

V.R.C. FETE.

A HUGE SUCCESS.

Last night the Victoria Recreation Club held its third aquatic fete, which, from the viewpoint of attendance and number of contestants, was an even greater success than its predecessors. The seating accommodation was taxed to its utmost limits to provide accommodation for an unprecedentedly large number of spectators who were attracted by the inclusion of several novel items in the programme. Amongst these the Ladies' High Dive and the Boys' Full Dress Race were particularly interesting, the possibilities which they revealed leading to hopes of their continuance on future occasions.

The Two Lengths Team Race open to Hong, Clubs, Army and Navy, was a crowded item, but as the race progressed, it became clear that the tussle would be confined to three teams, the V.R.C., the British Boys' Club and the Chinese Y.M.C.A. J.R. Johnstone, who swam the first two lengths, gave a clear start to his team, which was then in the position to maintain the lead the whole way. The Y.M.C.A. team at the commencement displayed good form, but was unable in the final stages to keep up with the V.R.C. The results eventually went over to the V.R.C. and the British Boys' Club.

Five competitors entered for the Ladies' High Dive. Miss B. Jennings created quite a surprise by her proficiency in this art. Her performance, which assumed the form of a swallow flight, might well be envied by male exponents of high-diving. The second prize in this event was awarded to Miss Vivienne Young. The Two Lengths Clothes Race for members was an amusing item. Competitors were required to wear full dress replete with staw hat and tie. Its difficulty lay in the ability to keep the hat on during the race, for, as the starter (Mr. R. C. Witchell) remarked, this was the only method by which a handicap could be introduced. Under these same conditions an impromptu high dive exhibition was given after the race, with disastrous results to the hats.

The evening's events resulted as follows:—

Girls' Two Lengths' Handicap.—1, Miss Norah Fife; 2, Miss Daisy Witchell.

Boys' Two Lengths Handicap.—1, Colin Cropley; 2, R. Leach.

One Length Final.—1, J. R. Johnstone; 2, W. Taylor; 3, G. Jack. Time: 11.4.5 secs.

Ladies' High Dive.—1, Miss B. Jennings; 2, Miss V. Young.

Two Lengths Clothes Race.—1, G. Hall; 2, R. Y. Frost.

Final Team Race.—1, V.R.C.; 2, British Boys' Club. Time: 2mins. 27.3 secs. The V.R.C. team (J. Johnstone, D. Laing, F. Roza Pereira, R.J.W. Tatum and A. Botelho); British Boys' Club (G. A. Jack, D. Lyon, W. Taylor, V. Ramsey, and M. L. Railton).

Mixed Team Race.—1, Miss C. Smith; 2, Johnstone, D. Laing and Miss B. Jennings; 3, Miss A. Tolan, D. Lyon, G. Jack and Miss R. Young.

Running Header From Springboard.—1, D. Laing; 2, G. Jack.

Mixed Four Lengths Lottery Race.—1, Miss A. Tolan; 2, G. Razavet.

Water Polo:—Blue lost to White by two goals to three.

At the conclusion of the sports, the prizes were given away in the gymnasium, the Acting Chairman of the Club, Mr. Logan, prefacing the function with a few remarks in which he thanked the prize donors and the ladies for their support which gave hopes of their future participation in races against boys. (Hear, Hear.) Referring to the Four Lengths Handicap Scratch Championship Race, which was not introduced into the programme, he said that at the next fete, which would be held on the 15th, instant, there was a possibility of its inclusion if competitors were forthcoming who could beat Messrs. D. Laing and G. Jack, competitors who came in last in the event held at a preceding fete. The customary cheers concluded the proceedings.

Taylor, it is not considered that he will be called upon to discharge these two offices. Probably, the present arrangement will be allowed to continue until Mr. Mc L. Messer returns from leave, when, possibly, Mr. Trahan will revert to the Imports and Exports Department.

Mr. Trahan made an excellent Superintendent of Imports and Exports. To Commander Beckwith I offer hearty congratulations on his appointment to a post for which he is in every way qualified.

SANITARY BOARD.

IMPORTANT STATEMENT ON HYDROPHOBIA.

The fortnightly meeting of the Sanitary Board was held yesterday afternoon. Mr. G. R. Sayer (Chairman) presided and there were present Dr. W. W. Pearce (Medical Officer of Health), Mr. H. Hollingsworth, Dr. W. V. M. Koch, Mr. S. W. Tso and Mr. C. M. W. Reynolds (Secretary).

In answer to Dr. Koch's question "Will the Head of the Sanitary Department ascertain for the information of the Board what steps are being taken for the treatment of cases of Hydrophobia in the Colony?" the Chairman stated that pending the arrival of instruments to enable the Government Bacteriologist to prepare the anti-rabic material himself, the Pasteur Institute at Saigon had been requested to send one cord monthly, which the Bacteriologist will emulsify and keep for the treatment of any patient who might apply for it. The instruments were on order from London.

The Chairman asked the Medical Officer of Health to make a statement on the regulations governing the importation of dogs.

Dr. Pearce said: In view of the public interest being taken at present in the subject of rabies, I wish to take the opportunity of drawing public attention to the regulations under which dogs may and may not be imported into this Colony. In the first place it should be noted that the importation of dogs from Shanghai is at present entirely prohibited by order of the Governor in Council. From other parts of the world dogs may be imported subject to the following restrictions:—

(a) On production of a certificate from a Veterinary Surgeon, or a Medical Officer of Health or a British Consul, that no case of rabies has been known to occur in any district in which the dog has been kept for the six months prior to the date of shipment; and

(b) A statutory declaration by the captain of the vessel (or by the importer if he has travelled with the dog) that no case of rabies occurred on board during the voyage.

With regard to dogs imported from China the following additional regulation is at present in force:—

Until further notice no dogs brought from any part of China will be permitted to land in the Colony without the consent in writing of the Colonial Veterinary Surgeon. In default of the two above mentioned certificates (a & b) a dog must be placed in quarantine at the owner's expense for a period of three months from the date of importation.

It is, however, provided that if the Colonial Veterinary Surgeon is satisfied that the certificate described in (a) above has not been supplied owing to ignorance of the local law on the part of the importer, and he is satisfied further after due enquiry that there is no reasonable fear of the dog having been exposed to any danger of contracting rabies during the six months prior to date of shipment, a certificate under the hand of the Colonial Veterinary Surgeon may be accepted by the Captain Superintendent of Police in lieu of the certificate described in (a) above. I wish to draw special attention to this last proviso, as it is evident that some persons think that the Colonial Veterinary Surgeon will issue such a certificate purely as a matter of form. This however is not the case. The regulations are intended for the protection of the public, and those who wish to import dogs will be well advised to provide themselves beforehand with the certificates (a & b); if they wish to avoid having their dogs placed in quarantine.

Dr. Koch: With reference to the answer to my question are we to understand that the Government is willing to undertake the preparation of this emulsion as it is called.

The Chairman said that the Government was prepared to undertake the work. That was the only conclusion that could be drawn.

Dr. Koch stated that it was entirely one man's work, and it would be too much if the Government Bacteriologist were asked to do it in addition to his other duties. The Chairman acquiesced.

Sanitary Inspector Eccleshall was authorised to enter premises and inspect and seize unwholesome food.

Mr. Hollingsworth pointed to the necessity of refusing licences for carrying on offensive trades on agricultural lands which would tend to raise the price of the lands.

Dr. Koch said that from 1st July to 14th July there were no less than 116 deaths from plague in Java and added that steps should be taken to guard against the disease.

Other business was of a purely routine nature.

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BUX LOSES.

BADLY BATTERED BY
PELKEY.

Iron Bux has lost his latest fight at Manila. Kid Pelkey defeating him on points in a ten-round contest. Describing Bux's condition at the end of the fight, the Manila Bulletin has this cryptic heading:

"Right Optic as Tightly Closed as the Gates of Heaven to a Sinner, but the Hongkong Boy Refuses to Toss in the Towel."

The fight (says the Bulletin) was a big surprise. Although it was realized that Kid Pelkey had a decided advantage in height and weight, it was thought that the aggressiveness of the Hongkong batter would offset this advantage sufficiently to provide a good fight. It was entirely too one-sided to be called a good fight. Six of the ten rounds went to Pelkey by a clear shade, three were fairly even, and in only one round, the 5th, did Iron Bux succeed in securing the margin. Even then it was very close.

The fight was refereed by Jerry Monahan.

When Monahan called Pelkey and Bux to the centre of the ring for the usual discussion of the weather, or a certain ballerina, which precedes every main event, the difference between the soldier and the Hongkong batter was so apparent as to be grotesque. Pelkey towered over Bux almost a foot in height, and according to the weights announced by Dr. Walton, (Pelkey 162, Bux 151), he had an additional advantage of 11 pounds. Pelkey is beautifully built for a boxer; he is tall and rangy, and withal the owner of a punishing punch. Billy Davis seconded Iron Bux, and L'il Benny Barter advised Pelkey.

With the opening gong, Iron Bux tore in as though he meant to exterminate Pelkey without loss of time. He landed a pretty left to the body. Pelkey did some clever dodging, and countered with a roundabout left to the head. The soldier was cool and smiling, and Bux wore a determined look. Bux landed two lefts to the head, and Pelkey evened matters with a left to the body. Both boys mixed freely, but it was evident from the first that Pelkey was not in much danger. Round fairly even.

The second round was also fairly even, although Pelkey scored

with smashing left to the nose, and the claret flowed freely. Bux did not seem to mind it, and continued coming in, but it was evident from the free manner in which the blood poured forth, that the blow was a wicked one. Bux admitted after the fight that his nose bothered him badly from the second round on. In the third round, Pelkey secured the margin. He timed his punches well, and had no difficulty in evading Bux's swings, for the most part. His left chop peppered away at the bleeding nasal organ of the Hongkong boy.

The fourth also was fairly even. Bux was savagely aggressive, but the lanky soldier kept tantalizingly out of his reach. It was on Bux's aggressiveness in this round that he earned a draw. Both men seemed to be relying on their lefts a great deal, although Bux occasionally played his right for Pelkey's body.

The fifth was the only round in which Bux secured the shade. He tore out of his corner like a dusky little meteor, and scored with two smashing lefts to the jaw. His nose seemed to be bothering him badly. Pelkey countered to Bux's commissary, but a moment later Bux swung a hard right to the body. Pelkey's great advantage in reach was very much in evidence in this round. At long range, he seemed to have all the better of the argument, keeping his shorter opponent tantalizingly at bay. Just before the gong, Bux scored two swift lefts to the head. Bux's round.

The sixth to the tenth, inclusive, was all Pelkey. The big soldier just played with his opponent for the most part, although Bux gamely tried to overcome the great advantage Pelkey had in reach. In the seventh round, Pelkey caught Bux's right optic with a vicious smash, and in the eighth succeeded in closing it completely. Not a particle of Bux's eye was visible. The flesh had puffed up until the dark-skinned lad resembled a gargoyle. Still he fought bravely, attempting to get inside the white boy's reach.

In the ninth, cries of "Stop the fight!" arose, and Bux was asked if he wanted to quit. He protested vehemently, and the fight continued. Pelkey was markedly merciful. It was a hopeless struggle for Iron Bux, but he was deserving of respect for his splendid exhibition of courage.

AVIATION NOTES.

(BY "METEORITE").

The Aerial Derby Commission which recently came to the Colony in the interests of aviation and the Round-the-World Derby is nearing the end of its labours, and the first sign of its work will be a test flight over the proposed route for which preparations are now being made in London. The machine to be used will be one of a capacity of ten passengers besides the operators. The tentative route is from New York to Seattle, Yokohama via the Aleutian Islands, Shanghai, Hongkong, Bangkok, Karachi via Rangoon, Delhi, Bagdad, Rome via Greece, Iceland via London, Paris, Newfoundland and New York. As will be noticed, much of the proposed route follows hitherto unexplored fields, or rather seas, and a successful accomplishment of the flight would mean a record achievement in aviation. The total distance which the Columbus of the Air will have to negotiate is 22,207 miles.

I wonder to what extent the competitors in this notable event will take advantage of the rotundity of the globe to guide their machines over the shortest line? This is a question which has been receiving the grave consideration of the Committee, and a section of the rules lays it down that no aviator who takes part in the race shall divert from a belt limited between certain parallels of latitude. This is as it should be, for your smart aviator will want to get past the winning post first by following a latitude as close to the North Pole as the atmospheric conditions would permit.

The decision of Captain Ricou to transfer the scene of his activities to Shanghai does not come as a surprise to many who know what little encouragement he has received from the Government here.

It is an open secret that the aviator has not been successful in securing a well-situated landing place, and that which offers the best advantages in this respect, namely, the Harbour, is rendered unutilisable by the regulations arising from the presence of the forts. It has been said that the foreign composition of the company acts against its chances of gaining official support here, but this report which displays a narrow point of view, should be discredited in favour of the statement of the Colonial Secretary some time ago that anchorages are available to aeroplanes in the many bays of the islands. These anchorages however would not suit Captain Ricou who sees half of the usefulness of his service taken away if it has to be joined up to a slow launch or motor boat service for the landing of passengers in the Central part of the island. So far the Government has done nothing to promote aviation in the Colony, but it is to be hoped that in view of the fact that interests other than those of Captain Ricou are shortly to operate in the Colony, something will be done shortly.

Official recognition of the usefulness of the Hongkong Aero Club is indicated in the transference by the Government of the work of collecting subscriptions in aid of the Airmen's Memorial Fund to the organisation. The appeal so far has met with success, but much more support is required to place Hongkong well up in the list of subscribers. The cause is a deserving one, and with a knowledge of the extent to which Hongkong in the past has associated itself in such matters, I feel confident that the eventual results of the present appeal will not be disappointing.

As the cables announce, the Germans are thinking of making a circumnavigational flight in one of their bloated Zeppelins that has been spared to them by the Allies. The sanction of the Allies will be necessary before these sons of the Fatherland can set out to demonstrate their dexterity with the gas bags. We in Hongkong, no doubt, would have a warm reception prepared for them on their arrival here; that is, if they do make the flight.

It has been announced that Colonel St. Clair Smallwood, the technical representative of the Handley Page concern for China, has been appointed Hon.

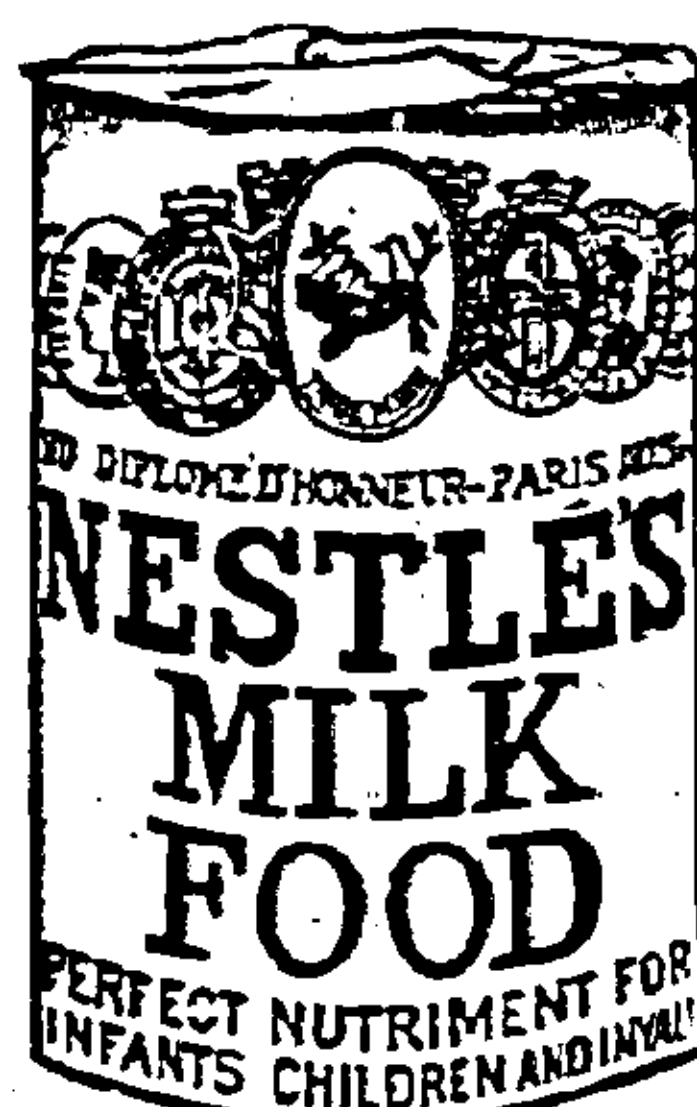
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MISSES WOODS.

DAY BY DAY.

Those who intend taking up dancing in the coming cold season will be interested to learn that the Misses Woods hope to return to Hongkong soon and to recommence their tuition during the latter part of this month. These talented teachers have seen the latest in the way of American dances, both at Manila and Shanghai and will therefore be able to impart the newest ideas. Mrs. Harry Woods left Kobe yesterday by the Andre Lebon, and her daughters will arrive by the following French mailboat.

adviser to the Chinese Department of Aeronautics. Col. Smallwood, we feel sure, will not fail to advance the interests of British aviation concerns in China.

In the course of an article in the Times, Mr. Handley Page mentions the prospects of the early establishment of an aerial mail and passenger line to the Far East via India. The Cape-Cairo line will be the first of a system of lines radiating from Egypt and one of these will be extended to the Far East via India. It seems probable, he says, that a branch route to serve China and Japan might run through Burma, and following approximately the course of the Yang-tse-King, lead on to Shanghai and Peking. In considering any route for a journey from Western Europe to the Far East, the question of lines of supply to the many air stations en route must be carefully investigated, and in these circumstances, it seems infinitely preferable to travel via Southern Asia than by way of Russia and Siberia.

DISUSED WARSHIPS AS
BREAKWATER.

At a meeting of the Cowes Harbour Commission, it was stated that, in response to a Government circular, application had been made for disused warships, for use as a breakwater at Cowes, but no reply had yet been received.

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Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
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Passengers to Europe are strongly urged to determine the exact date of the Atlantic crossing, and to secure the necessary visas and permits as early as possible. The Pacific conditions on the Atlantic are as complicated as on the Pacific. Frequent alterations can be arranged by letter of cable from the Pacific to Europe. Frequent alterations from Montreal to Liverpool, London and Glasgow. Passage orders covering all such alterations will be issued here.

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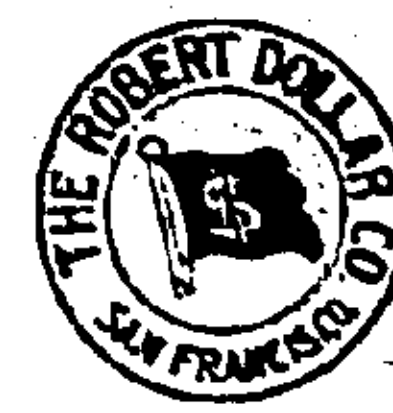
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Bombay	M. N. Y. K.	Sept. 4
L. Onawa	R. D. Co.	Sept. 5
Ondus	M. O. S. K.	Sept. 6
Shinyo	M. T. K. K.	Sept. 7
Talhythius	B. & S.	Sept. 8
Alps	M. O. S. K.	Sept. 9
Japan	P. & O.	Sept. 10
Delight	P. W. Co.	Sept. 11
Chicago	M. O. S. K.	Sept. 12
Wawilona	P. S. Co.	Sept. 13
Kaga	M. N. Y. K.	Sept. 14
Kansas	B. L.	Sept. 15
Birmingham	C. B. L.	Sept. 16
Egmont	C. D. & Co.	Sept. 17
Fushimi	M. N. Y. K.	Sept. 18
Jeyapore	P. & O.	Sept. 19
Egmont	C. D. N. Co.	Sept. 20
L. Farrar	R. D. Co.	Sept. 21
Brave Coeur	S. & D.	Sept. 22
E. of Japan	C. P. O. S.	Sept. 23
Vinita	L. A. Co.	Sept. 24
Easterling	P. S. Co.	Sept. 25
Cape May	P. S. Co.	Sept. 26
Montague	P. S. Co.	Sept. 27
Deuel	S. & D.	Sept. 28
Melville	D. R. D. Co.	Sept. 29
Khira	P. & O.	Sept. 30
Yokohama	N. Y. K.	Sept. 31
Suzuki	B. L.	Sept. 32
C. of Dunkirk	B. L.	Sept. 33
Honolulu	M. O. S. K.	Sept. 34
Mentor	B. & S.	Sept. 35
Kanawa	P. & O.	Sept. 36
Tanyo	M. N. Y. K.	Sept. 37
E. of Asia	C. P. O. S.	Sept. 38
West Himrod	S. & D.	Sept. 39
Atlas	M. O. S. K.	Sept. 40
Changsha	B. & S.	Sept. 41
Arabia	M. O. S. K.	Sept. 42

JAPAN, COAST PORTS, ETC.

Cheongshing	J. M. Co.	Sept. 1
G. Apcar	P. & O.	Sept. 2
Loksang	J. M. Co.	Sept. 3
L. Gilpen	P. M. Co.	Sept. 4
Dilwara	P. & O.	Sept. 5
Kwongsang	J. M. Co.	Sept. 6
Fookshing	J. M. Co.	Sept. 7
Linan	B. & S.	Sept. 8
Fookshing	J. M. Co.	Sept. 9
Shisen	M. O. S. K.	Sept. 10
Sinkiang	B. & S.	Sept. 11
Haibong	J. M. Co.	Sept. 12
Loongsang	J. M. Co.	Sept. 13
Kueichow	B. & S.	Sept. 14
Choyshing	J. M. Co.	Sept. 15
Ganges	M. O. S. K.	Sept. 16
L. Fielding	P. M. Co.	Sept. 17
Tanda	P. & O.	Sept. 18
Yingchow	B. & S.	Sept. 19
Linsbruck	D. & Co.	Sept. 20
Samarang	M. D. & Co.	Sept. 21
Kailong	B. & S.	Sept. 22
Tpikini	J. C. J. L.	Sept. 23
Kanowna	P. & O.	Sept. 24
Nankin	P. & O.	Sept. 25
Chusan	B. & S.	Sept. 26
Szechuen	B. & S.	Sept. 27
Mishima	M. N. Y. K.	Sept. 28
Namsang	J. M. Co.	Sept. 29
Sesha	M. O. S. K.	Sept. 30
Hinsang	J. M. Co.	Sept. 31
Sunning	B. & S.	Sept. 32
Dakar	M. N. Y. K.	Sept. 33
Hailong	D. L. Co.	Sept. 34
Riojan	M. D. & Co.	Sept. 35
Tijibodas	J. C. J. L.	Sept. 36
Tijibodas	J. C. J. L.	Sept. 37
Taiwan	M. N. Y. K.	Sept. 38
Boruo	M. D. & Co.	Sept. 39
Tjisondari	J. C. J. L.	Sept. 40
Bengkalis	J. C. J. L.	Sept. 41
Nikko	M. N. Y. K.	Sept. 42
Tjimanok	J. C. J. L.	Sept. 43
Sinkiang	B. & S.	Sept. 44
Yeterofu	M. N. Y. K.	Sept. 45



TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe.)
"ICORUM" ... About Oct. 6th.

For PORTLAND direct.
(Calling at Shanghai and Kobe.)
"WAWALONA" ... About Sept. 9th.
"MONTAGUE" ... Sept. 13th.

For SEATTLE.

Through Bills of Lading issued to OVERLAND COMMON POINTS.
FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE
Telephones 2477 & 2478 5th Floor, Hotel Mansions.



HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
SHINYO MARU	22,000	Sept. 6th.
PERSIA MARU	9,000	Sept. 17th.
KOREA MARU	20,000	Sept. 30th.
SIBERIA MARU	20,000	Oct. 12th.
TENYO MARU	22,000	Oct. 23th.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO.
MOLLEDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
ANYO MARU	18,500	Sept. 9th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight, and sailings apply to—
Y. TSUTSUMI, Manager.
King's Building. Tel. Nos. 2374 & 2375.
Agents at Canton: Messrs. T. E. GRIFFITHS, LTD.

SAN FRANCISCO.

U.S.S.B.

"WEST HEPBURN"

Sailing about October 1st.

THE ROBERT DOLLAR CO.,

Tel. 795 & 792

Gen. P. O. Bldg.
3rd Floor.
HONGKONG
SINGAPORE

SAIGON
SAMARANG
SOURABAYA

REGULAR FORTNIGHTLY SAILINGS
TO AND FROM
THE ABOVE NAMED PORTS
NEXT SAILING

U.S.S.B. "LAKE ONAWA"
Sailing on September 4th.

U.S.S.B. "LAKE FARRAR"
Sailing on September 12th.

Operated on behalf of U.S.S.B. Emergency Fleet
Corporation. Through B/L issued to any port or
common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 792 RAY E. GUNN Gen. P. O. Bldg.
795 Manager.

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "CAPE MAY"
ABOUT SEPTEMBER 15TH.

S.S. "ELDENA"
ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"
ABOUT NOVEMBER 15TH.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES INC.,
THE ADMIRAL LINE
AGENTS.

Telephones 2477 & 2478 5th floor
Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U.S. Shipping Board steamers.

HONGKONG

TO
LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VINITA	Sept. 12	S.S. VINITA	Sept. 15
S.S. WEST HIXTON	Oct. 7	S.S. WEST HIXTON	Oct. 10

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.
Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES: LOS ANGELES, CALIF.
BRANCH OFFICE: KOBÉ, SHANGHAI, MANILA, SINGAPORE.
HONGKONG OFFICE: Prince's Building, Chater Road, Telephone No. 1062.
CHAS. E. RICHARDSON, General Agent for South China.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.
"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.
"CHINA" "NANKING" "NILE"
Sept. 24th. Oct. 31st. Nov. 6th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

C. T. SURRIDGE, Acting. Freight and Passenger Agent.
Prince's Buildings. Ice House Street.
Telephone, Passenger Dept. 1934.
Telephone, Freight Dept. & Agent 2161.

STRUTHERS & DIXON, INC.

Operating Far Eastern services on account of the
UNITED STATES SHIPPING BOARD.

ALSO
COSMOPOLITAN SHIPPING CO. GREEN STAR LINE.
NEW YORK. Operating Baltimore via Panama Service to the East.

TO SAN FRANCISCO DIRECT.
"ELKHORN" 7th Sept. "BRAVECEUR" 14th Sept.
TO SEATTLE.

"DEUEL" 12th September.
TO ROTTERDAM and NEW YORK.
"AQUARIUS" 15th September.
TO CUBA.

"CHIPCHUNG" 15th September.
TO SEATTLE & SAN FRANCISCO.
"WEST HIMROD" 24th September.
Through Bills of Lading issued to all U.S. and Canadian
Overland Common Points.

HONGKONG OFFICE—1st floor Powell's Building, 12, Des Voeux Rd. Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA PANAMA CANAL. Early October.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at
Owners option.

For freight and further particulars, apply to

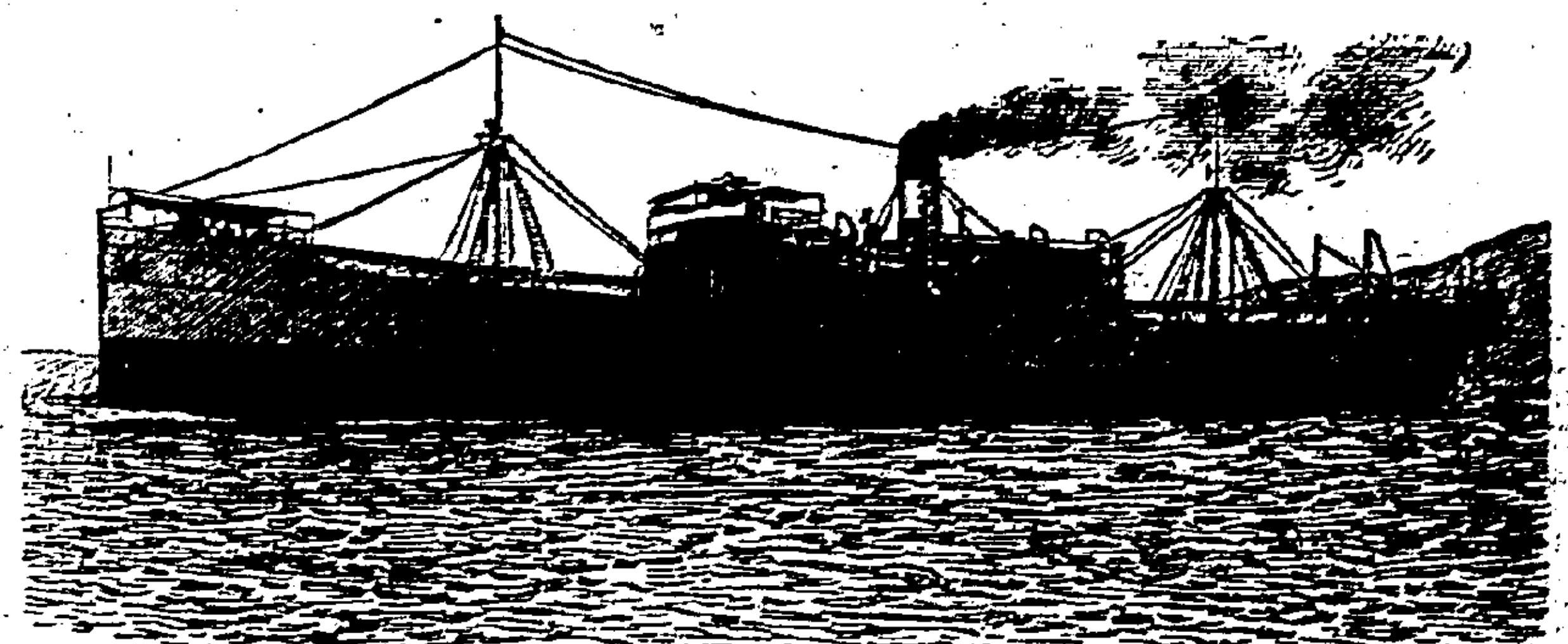
SHEWAN TOMES & CO.
Agents.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;
Western Union and Walkips

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WARTROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc. M.I.N.A. KOWLOON DOCK, HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MATRUH, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
JEYPORE (cargo)	5,200	15th Sept.	M's, London & Antwerp.
DILWARA	5,400	13th Sept.	Spore, Colombo & B'way.
KHIVA	9,000	19th Sept.	M's, London & Antwerp.
NANKIN	6,900	5th Oct.	M's, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,100	7th Sept.	S'pore, Rangoon & Ceylon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th Sept.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
ST. ALBANS	4,500	4th Oct.	

SAILINGS TO SHANGHAI & JAPAN.

TANDA	7,000	3rd Sept.	Shanghai & Japan.
KANOWNA	7,000	7th Sept.	Kobe only.
NANKIN	6,900	7th Sept.	Shanghai & Japan.
G. APCAR	4,900	11th Sept.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Parole Message not more than 200 words will be received at the company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.
Agents,
22, Des Voeux Road Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via K'ung, Manila, S'hai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
FUSHIMI MARU (Omitting Manila) Sat., 11th Sept., at 11 a.m.
KATORI MARU Thursday, 30th Sept., at 11 a.m.
TAMURA MARU Friday, 3rd Oct., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

KAGA MARU Thursday, 9th Sept., at noon.
YOKOHAMA MARU Friday, 17th Sept., at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

MARSEILLES & LIVERPOOL via S'pore, Cbo, Suez & Port Said.

TOTTORI MARU Tuesday, 23rd September.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Wednesday, 22nd Sept., at 11 a.m.

NIKKO MARU Wednesday, 20th Oct., at 11 a.m.

NEW YORK via Suez Canal.

SOUTH AMERICAN PORTS via S'pore, R'goon, Calcutta & Cape.

BOMBAY & COLOMBO via Singapore.

TAJAN MARU Wednesday, 15th September.

YETOROFU MARU End of September.

CALCUTTA & RANGOON via Singapore & Penang.

BOMBAY MARU Saturday, 4th September.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Saturday, 18th Sept., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MISHIMA MARU Thursday, 9th Sept., at 11 a.m.

DAKAR MARU Friday, 10th September.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293.

S. YASUDA, Manager.

JAVA-CHINA-JAPAN L.I.N.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikini	Amoy	2nd Sept.	6th Sept.	Java.
Tjikodas	Java	9th Sept.	14th Sept.	Shanghai.
Tjikanoek	Java	13th Sept.	18th Sept.	Yokohama.
Tjikaboel	Japan	12th Sept.	14th Sept.	Java.
Bengalis	Manila	14th Sept.	17th Sept.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC L.I.N.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikodas	Java	10th Sept.	16th Sept.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

Yokohama Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.

"ATLAS MARU" 25th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CHICAGO MARU" Thursday, 9th September.

"CANDA MARU" 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU" Sunday, 5th September.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" Thursday, 2nd Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KINAJUNI MARU" Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"ARABIA MARU" Monday, 27th Sept.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" Monday, 20th Sept.

JAPAN PORTS—Mojik, Kobe, Yokkaichi & Yokohama.

"GASGES MARU" (omit Mojik & Yokohama) Friday, 3rd Sept.

NEW ORLEANS LINE.

"BORNEO MARU" Thursday, 2nd Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" Monday, 6th Sept.

TAKAO via SWATOW & AMOY.

"SOSHI MARU" Thursday, 9th September.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	21st Sept.	27th Sept.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fare. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to
Butterfield & Swire.
Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"KANSAS"	10th Sept.
LONDON	"SWAZI"	20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

FOR NEW YORK

S.S. "ECREMONT CASTLE"

VIA SUEZ CANAL

Sailing on or about 10th September.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

S.S. "HUNGARIA" Sailing on the 31st August.

FOR SHANGHAI & YOKOHAMA.

S.S. "AFRICA" Sailing about 6th October.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO.

S.S. "INNSBRUCK" Sailing on or about 5th September.

S.S. "HUNGARIA" Sailing on or about 3rd October.

S.S. "AFRICA" Sailing about 7th November.

Passengers Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "BORNEO M." sailing on or about 16th Sept.

S.S. "SAMARANG M." sailing on or about 10th Oct.

For JAPAN, S.S. "SAMARANG M." sailing on or about 5th Sept.

S.S. "RIOJUN M." sailing on or about 14th Sept.

OCEAN TRANSPORT CO., LTD.

(TAITO KAIYU-KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apoor Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow	Kwongsang	Thurs. 2nd Sept. at d'light.
KOBE	Footsang	Thurs. 2nd Sept. at 5 p.m.
SHANGHAI	Choysang	Fri. 3rd Sept. at d'light.
MANILA	Loongsang	Fri. 3rd Sept. at 3 p.m.
SANDAKAN	Hinsang	Thurs. 9th Sept. at noon.
STRAITS & Calcutta	Namsang	Thurs. 9th Sept. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passengers' accommodation, sailings from both ports every Friday.

HAPPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on 9th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Sinkiang	2nd Sept. at noon.
W'WELCFOO & TIENSIN	Kueichow	4th Sept. at 4 p.m.
SHANGHAI & TSINGTAO	Yingchow	4th Sept. at 4 p.m.
H'HOW, PHOI & H'PHONG	Kailong	5th Sept. at 9 a.m.
AMOY, SHAI & PUKOW	Szechuen	7th Sept. at 10 a.m.
SWATOW & BANGKOK	Chusan	7th Sept. at noon.
SHANGHAI	Sunning	9th Sept. at noon.
SHANGHAI & TSINGTAO	Chenan	11th Sept. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via S'waw.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong Sept., 1, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 19 days.)

Steamships.	Captain	Leaving.
Hailong...	W. C. Passmore	FRI. 3rd Sept. at 2 p.m.
Hailong...	A. H. Stewart	TUES. 7th Sept. at 2 p.m.
Hailong...	J. S. Thomson	FRI. 10th Sept. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.	via	16th Sept.
"BIRMINGHAM CITY"	via Suez	16th Sept.
"CITY OF DUNKERQUE"	via Suez	20th Sept.
"ALAN"	via Suez	1st Oct.

* Calling also at Boston.

* Passengers proceed via Suez Canal or Panama Canal at Owners' option.

* Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON.

REISS & CO.

CANTON.

SHIPPING.

VESSELS ARRIVED.

The Blue Funnel EURYPLUS brought this morning from Swatow 2,000 tons of cargo for Hongkong and 5,000 tons for the North.—Mooring Holt's Wharf.

From Calcutta there arrived this morning the s.s. FOCK SANG with 1,334 tons of general cargo for the Colony and 395 tons for Shanghai. Her deck passengers numbered 484. She brought mails as well.—Mooring Kowloon Whf.

The EQUADOR arrived this morning from San Francisco with 115 tons of canned goods and hardware for Hongkong and 1,500 tons of cigars, hemp and oil for elsewhere. Her mails comprised five bags.—Mooring B 7.

From Karatsu the TAGA M. brought yesterday 3,000 tons of coal.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. DAKAR M. (Hamburg Line) left Rotterdam for this port via Suez on the 21st July and is expected here on the 5th Sept.

The N. Y. K. s.s. WAKASA M. (Liverpool Line) left Liverpool for this port via Suez on the 23rd July and is expected here on the 12th Sept.

The s.s. A J A X (Blue Funnel Line) left Liverpool on 31st July for Hongkong and is due here on 11th September.

The N. Y. K. s.s. SADO MARU (Euroand Line) left London for this port via Suez on the 7th August, and is expected here on the 6th Sept.

The N. Y. K. s.s. FUSHIMI M. (American Line) left Kobe for this port via Nagasaki, Shanghai, Manila on the 2nd August and is expected here on the 3rd Sept.

The Dollar Line Company's s.s. HAROLD DOLLAR

SOME DAINY SUMMER DRESSES.



Flowered and Plain Georgette in a Graceful Pleated Frock.



Flowered Little Frock of Pink and White Voile and Hat of Pink Organdy.



A Delightfully Girlish Frock of Shell Pink Pierette Voile.



Flowered Georgette in Gray Rose and Orchid Tints.



Frock of Pink Handkerchief Linen - And on the Picture Hat with its Long Pink Feather.



Modes of The Moment.

Organdy is as popular as ever this year and some of the new organdies, machine embroidered in colour, are exquisite. The embroidery is more likely to come at the hip now than around the edge of skirt or tunic and a frock pictured shows the new way of making up one of these embroidered organdy robes.

The material has been turned upside down so that the embroidered border comes at the top of the skirt and the other edge is scalloped and piped with the organdy. These are wide organdy sashes with strips of the border on the ends, but the little bodice and underbodice which is quite as important as the outside in so thin a frock—are of organdy trimmed with narrow Val lace. The top of the bodice is slashed down and piped and a flat turned down collar finishes the neckline. Down one side of the slash runs a row of apricot pink buttons, matching the colour of the embroidery on the skirt, and a bit of narrow black velvet ribbon is drawn under the collar and tied coquettishly at one side. This neck arrangement gives the simple frock decided style. The organdy frock is embroidered with big apricot daisies and daisies trim the hat, but in this case the daisies are a pale apricot pink applied to a cream lace crown. The brim is of leghorn.

DAINY VOILE FROCKS.

Not so distinguished as this embroidered organdy which has an unmistakably Parisian air, but pleasingly girlish and dainty all the same, is the little frock of pink and white dotted voile matched by a hat of pink organdy.

The pictured model is of white voile dotted in pink, the dots covering the ground well so that the effect of the dress is pink. The tunic is in four sections, making long, rounded panels and these panels are edged with narrow pleatings of pale pink organdy. The demure little bodice in surplice style has organdy frills on collar and cuffs, and the sash is of the pink and white voile, tied in a soft bow at the back. The pink organdy hat has strips of pink velvet ribbon on crown and brim and is trimmed with a wreath of French blue flowers.

HANDKERCHIEF LINEN.

Handkerchief linen in a delicate shell pink tint was used for another frock on to-day's page. The pictured frock is adorably simple and girlish—though to be sure it feels extremely sophisticated.

brim, and the feather is in the same shade of pale pink. The pink linen frock has tiny pleatings at neck, elbow and on the tunic at hip and knee. Wide bands of pintucking, with a band of very fine machine embroidery set between, make up this tunic—all but a bit at the top which is of handkerchief linen, gathered into the waistband. The smart colour contrast with so much pale pink is given by a sash of narrow grosgrain ribbon in a pale Nattier blue shade.

YOUTH LEANS TO SASHES.

Youth continues to wear the youthful sash and the bow is bigger than ever. You will note the enormous sashbow on a frock pictured. The sash is made of flowered ribbon with pink and mauve roses on a white ground and as you perceive, the wide ribbon is banded around the figure to give a long waisted effect and the loops of the bow run up and down at the back, instead of across. The frock is a girlish little affair of pale pink pierette voile, very soft and sheer and tiny pleatings of cream lace trim the skirt in panel effect and edge neck and the pretty little sleeve. This frock is made up over a foundation of thin white silk and the skirt is turned under in a soft puff.

FLOWERED GEORGETTE FOR FORMAL FROCKS.

Not all frocks are simple little affairs. The simplicity may be there as far as effect goes but the material may be very rich. For instance, the model of flowered georgette which is, of course, mounted over soft satin—not a cheap frock this, by any means, but exquisitely lovely and suitable for youth all the same. Orchid and pale rose flowers are sprinkled over a soft grey ground and the foundation is pale orchid satin. The skirt has a deep flounce which forms a full drapery at either side. This flounce is attached under a trimming of mauve velvet ribbon and a tiny bit of the ribbon forms a very smart elongated neckbow—just the kind they are wearing this summer. Neck and sleeves are edged with white lace.

The skirt is slashed to show the underlip and the slashes are outlined with mauve coloured beads which run a little way up on the bodice, above the belt. Flowered georgette is used in another frock with plain georgette for the skirt and a sash of pink and white voile.

is of the flowered material, carrying the waistline down to fashionable length. The sash and collar are of satin, and the neck and sleeve edges are piped with satin. The flowered georgette in white and yellow is combined with plain white georgette and very pale yellow satin. Yellow tones are combined in the hat, and the parasol has little purple posies on a pale yellow ground.

SNAKES AND SPANGLES.

adorn the newest twenty-button gloves which short sleeves render essential. Another charming effect upon a shapely arm is a glove of white silk with inset pieces of Val lace in butterfly design.

JOTTINGS.

CHAMBER LEATHER.

is the material in which the very newest jumpers are executed. One of soft-toned sage-blue was finished at hem and sleeves with neat leather fringe, while a narrow leather band girdled the waist.

READ AND SEQUIN trimmings are the most favoured adornments which are used at present on smart tea-gowns. Extremely dainty is a gown of black georgette made on simple lines, with short sleeves and V-shaped neck edged with beads. Sequin motifs on corsage and at the edge of the back and front panel of the softly-draped overskirt make it quite distinctive.

FAMOUS CINEMA STARS.

IV: MISS BILLY BURKE.



AUTUMN FASHIONS.

SOME IDEAS FROM PARIS.

Paris has made up her mind as to what the Autumn fashions will be and here are some ideas gathered recently in the French capital.

Jenny shows fingertip length jackets in loose sack coat style, closely fitted at the neck. These graceful little jackets are worn with panelled and flounced skirts that have a slender line but flare slightly at the hem. Jenny also shows separate coats that are exactly the same width at the hem. The belt is dropped low over the hips. Collar, cuffs and buttons are of fur. Chemise style frocks shown at this house have a slim bipline and low placed belt. Sleeves are long. Velvet is the favoured material for frocks.

Madeleine or Madeleine are exploiting pleatings. Their dresses show the low waistline, slender, straight silhouette and an uncorseted figure effect—without curves anywhere. Evening gowns are of black chastily lace machine embroidered richly with silver thread. Heavy linen is used for indoor frocks for autumn and winter wear and these frocks have the low waistline and loose, tunic lines.

Bernard is going to push the peg-top skirt evidently; for so many Bernard tailleurs have this skirt. Jackets are long and dignified, in redingote style with flaring edge. Quite a contrast to the youthful, jaunty Jenny suits. Brown and grey, whispers Paris, are to be the favoured shades next winter. Everything points to a veritable rage for gray—from pearl gray to smoke and elephant gray.

JOTTINGS.

MOIRE SILK.

bands, from which are suspended several minute silver bells worn round slender ankles, are one of Dame Fashion's latest whims. "Music wherever she goes" is certainly the lot of the wearer of one of these novelties.

LUXURY AND RICHNESS.

is the keynote of the newest evening gowns. Heavy metal brocades, gold cloth daringly designed in brilliant contrasting colourings, and sphinx and jet beaded trimmings make for magnificence, while the slender draped line is almost as popular as the bouffant. Flowy pannier style, which marks many of the

LITTLE FOLKS' CORNER.

ADVENTURES OF THE TWINS: VIII.

It was Fleet the Fox that Scramble Squirrel had bid from Scramble had borrowed Ben Bunny's long ears, you know, and heard Fleet away over on the other side of the thorny bush. So he scampered into a hollow stump, tucking himself in.

Nancy and Nick, the twins, were watching and saw it all. They were worried, too, for they saw that Scramble had completely forgotten about something.

Scramble was patting himself contentedly, saying, "Wasn't I wise to give Ben Bunny my long tail for these nice ears? The old thing was always in the road, and when I tried to hide, it took up so much room I never could tuck it all in."

Fleet slipped nearer very softly, careful not to step on a twig or dry branch lest he announce his arrival. He had seen a little figure scurrying near the stump and began to nose around.

"Hm!" he sniffed. "Somebody's been here, and it wasn't the day before yesterday, either. By the Owls of Night, I believe it was Scramble Squirrel!"



"Just as he was going to grab Scramble from above, the little squirrel slipped out of a hole on the other side and up the nearest tree."

Well he looked and looked, and poked in all the holes, for he knew that if it were Scramble a snip of his tail was usually to be seen. But no tail or part of a tail could he spy. "No-o-o," he was just starting to say disappointedly, when he raised his eyes. "Ah-ha!" he declared softly instead, and he smiled knowingly. "Ah! Not Scramble, but Ben Bunny, if I'm not mistaken." For the tips of two brown ears were sticking up out of the top of the stump.

That was the thing that was worrying the twins! And Scramble was thinking he was so safe!

But Fleet didn't get him after all; not he, for just as he was going to grab Scramble from above, the little squirrel slipped out a hole on the other side and up the nearest tree.

"My!" he panted. "That was a narrow escape!"

NOTICES

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BRUSSELS	LONDON	SOUTHAMPTON
BUENOS AIRES	LUCERNE	SHANGHAI
CHRISTIANIA	MANILA	STOCKHOLM
COBLENZ	MARSEILLES	TORONTO
COPENHAGEN	MONTREAL	VALPARISO
GENOA	NAPLES	YOKOHAMA

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Acting General Agent,

C.P.O.S. Ltd.

WATER RETURN.

Level and Storage of water in
Reservoirs on Aug. 1, 1920.CITY AND HILL DISTRICT WATER
WORKS LEVEL.

System	Level with overflow	Level above overflow
Typhoon	100.00	101.00
Typhoon	100.00	101.00
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STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

System	1919	1920
Typhoon	100.00	101.00
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Consumption of water in the City and Hill
District in millions and decimals of gallons
during the month of August 1920.

System	1919	1920
Typhoon	100.00	101.00
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POPULARISING JAPANESE
ARMY.BATON IN PRIVATES
KNAPSACK.Hitherto the highest rank
attainable by a Japanese soldier
who began his military career as
a private has been that of
sergeant. The rank of private
though it brings in a little higher
salary. The rank of private has now
been so revised as to make all
soldiers, irrespective of their
academic qualifications, eligible
for all ranks according to their
talent and abilities.The new scale of salary for
military officers is as follows:—
Full General Per ann.
(This remains unchanged) 7,500
Lieut-General 6,500A Lieut-General, holding the
post of Chief of the General Staff,
or that of Director-General of
Military Education is to receive
7,500, while a Lieut-General
holding the post of commander
of troops or that of an army
division, is to receive 7,000.Major-General 4,500
Colonel 4,000A colonel holding the post of
commander of a regiment, or that
of an independent army will
receive additional pay amounting
to 400.Lieut-Colonel 3,500
Major 3,000
Captain (1st class) 2,500
Captain (2nd class) 2,000
Captain (3rd class) 1,500
Lieutenant (1st class) 1,200
Lieutenant (2nd class) 1,000
Sub-Lieutenant 850

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The Central Aircraft Company
announce that they will shortly
place on the market a two-seater
biplane, the price of which will
be £250 complete. It will be
fitted with a 45 h.p. engine, and
will have a maximum speed of
90 m.p.h. and a range of 400
miles.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

WEEK DAYS.		SUNDAY.	
10.00	10.30	10.00	10.30
10.30	11.00	10.30	11.00
11.00	11.30	11.00	11.30
11.30	12.00	11.30	12.00
12.00	12.30	12.00	12.30
12.30	1.00	12.30	1.00
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